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PARKING AND TRAFFIC COMMISSION

MINUTES

The documents in this volume include Regular and Special Meetings of the Parking Authority Commission and the Parking and Traffic Commission, which almost invariably held joint meetings.

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DEPARTMENT OF PARKING AND TRAFFIC OF THE CITY AND COUNTY OF SAN FRANCISCO

25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

ART AGNOS, Mayor
RINA CUTLER, Executive Director

SF
220
F2
1/15/91
F92

NOTICE

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION
SPECIAL MEETING OF THE SAN FRANCISCO PARKING AUTHORITY

Tuesday, January 15, 1991
1:30 p.m.

Room 282, City Hall
San Francisco, California

REVISED AGENDA

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION

1. ROLL CALL

2. ADOPTION OF THE MINUTES

   Regular Meeting of the Parking and Traffic Commission held on December 18, 1990

3. COMMISSIONERS' QUESTIONS AND MATTERS

4. CITY ATTORNEY'S REPORT

5. DIRECTOR'S REPORT

6. PUBLIC COMMENT

   The public may address the Parking and Traffic Commission on any matter within the jurisdiction of the Commission. This should not relate to any item on this agenda since public comment will be taken as each agenda item is discussed. The Chairman requests that each person addressing the Commission limit herself/himself to five minutes.

7. NEW BUSINESS

   a. Scheduling of Neighborhood Commission Meetings
   b. Resolution Commending Darshan Singh
   c. Resolution Approving Lease Amendment for Charles Hao Commercial Space at the St. Mary's Square Garage

8. ADJOURNMENT

Continued on Back of Page

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63 SFPL 05/10/02 52

RECONVENE
SPECIAL MEETING OF THE SAN FRANCISCO PARKING AUTHORITY

1. ROLL CALL

2. ADOPTION OF MINUTES

Special Meeting of the Parking Authority held on December 18, 1990

3. PUBLIC COMMENT

4. NEW BUSINESS

a. Public Hearing on Park and Ride Program
b. Resolution Approving a Contract to Extend the Park and Ride Program

5. ADJOURNMENT

OF THE CITY AND COUNTY OF SAN FRANCISCO

PARKING AND TRAFFIC COMMISSION

25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

ART AGNOS, Mayor
RINA CUTLER, Executive Director

SF
P20
#13
1/15/91

MEETING REPORT

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION
SPECIAL MEETING OF THE SAN FRANCISCO PARKING AUTHORITY

Tuesday, January 15, 1991
1:30 p.m.
City Hall, Room 282
San Francisco, California

DEPOSITORY ITEM
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PRESENT:

Commissioners: Sonia Melara, Chair
Arnold Chin
Dick Grosboll
Darshan Singh

Staff: Tim Johnson, Acting Director
Phil Chin, Director, Parking Authority
Kevin Hagerty, Assistant Director, Parking Authority
Julian Hultgren, Deputy City Attorney
Renee Faison, Acting Commission Secretary

Guests: Richard O. Guynn, Sutter-Stockton Garage
Stanley Pauer, Physically Disabled Quorum
Bob Baker, AMPCO Parking
Dick Dole, Ellis-O'Farrell Garage
Rob Werner, City Park
Marsha Garland, North Beach Chamber of Commerce
Jerry Dal Bozzo, North Beach Chamber of Commerce
Enid Lim, Chinatown T.R.I.P.
Maryellen Horgan, Department of Parking and Traffic
Jerry Robbins, Department of Parking and Traffic

EXCUSED:

Commissioner: Angelo Quaranta, Vice Chairman

Staff: Rina Cutler, Executive Director

The Chairman called the meeting to order at 1:38 p.m.

ROLL CALL

The roll call indicated Quorum present.

ADOPTION OF MINUTES

On motion of Commissioner Grosboll, seconded by Commissioner Singh, the Minutes of the Regular Meeting of the Parking and Traffic Commission (PTC) held on December 18, 1990 were approved as drafted.

VOTE: Ayes: Members Chin, Grosboll, Melara and Singh
Excused: Member Quaranta

COMMISSIONERS' QUESTIONS AND MATTERS

At Commissioner Singh's request, meeting participants observed a moment of silence in recognition of the heightened tensions in the Middle East.

*

The following is a status report on the Boot Program as provided by the Acting Director at the Chair's request:

- The Department is in the process of testing various models of the Boot. The final selection will be made no later than January 18.
- The target date for implementation of the Boot Program is the last week of January.
- Training of the Boot Crew is imminent. Parking Control Officers have been solicited as volunteers.
- The Standard Operation Procedures have been identified and will be finalized this week.
- A thorough public information program will be conducted approximately one week after the Program's implementation.

CITY ATTORNEY'S REPORT

At the December 18 Commission meeting, the members petitioned the City Attorney to report on the relationship between City-operated nonprofit parking facilities and the Department. Upon investigation, the City Attorney discovered a report on the subject prepared by the Controller's Office in 1988 (Exhibit A).

DIRECTOR'S REPORT

The Executive Director was excused from attending the January 15 Commission meeting in order to speak at a transportation meeting in Washington, D.C. The Acting Director reported to the Commission in her stead. The following is a summary of his report:

The Department's Budget - The Department's budget is scheduled for hearing before the Commission at the February 5 meeting. The line item details will be submitted to the Commission on January 30. In the event that changes are necessary and further discussion is needed, a Special Commission Meeting will be scheduled. The deadline date for submission of the report to the Mayor is February 15.

Informational Copies of Letters

January 8, 1991 Letter from the Mayor - The letter describes two projects for implementation in 1991: (1) the Mayor's Fiscal Advisory Committee Program which will identify long-term expenditure and revenue trends of the various City departments; (2) A citizen's advisory committee on the budget which will be meeting during the next several months to provide informational input into the Mayor's review of the 1991-92 budget.

January 3, 1991 Letter from the General Manager of the Public Utilities Commission - This letter addresses the Market Street Traffic Restrictions Report. It recommends that the Board of Supervisors act to permit Golden Gate Transit to provide service along Market Street. It also states that this be done without any restrictions on non-commercial vehicle operations on Market to mitigate the impacts of Golden Gate's operation.

January 7, 1991 Letter from the Assistant Director of the Parking Authority to the Mission Housing Development Corporation - The letter discusses the measures that have been implemented at the 16th/Hoff Garage to improve the security, lighting and cleaning of the Garage. The actions have been invoked in cooperation with resident and merchant groups in an effort to answer the neighborhood's concerns and in response to remarks Commissioners have made at past meetings.

Request for Qualifications - With the assistance of the City Architect, the Department is disseminating Requests for Qualifications for the architectural services at the Vallejo/Churchill and San Francisco General Hospital Garages.

*

The following questions and matters were posed by Commissioner Grosboll:

- Order of New Business Items at February 5 Meeting
  The Commissioner observed that the February 5 Commission meeting has two lengthy items for discussion -- Market Street Traffic Restriction and Fiscal 1991/92 Budget. He requested that the Market Street item be scheduled early in the agenda to be accommodating to the public.

- Quarterly Reports on Parking Ticket Issuance
  The Commissioner requested that staff provide Commission members with quarterly reports on parking ticket issuance and reports on the revenue generated by that issuance. He requested that the reports include a comparison of last year's statistics and an explanation of any decrease in revenue for this fiscal year.

- Amnesty Program Figures
  The Commissioner requested figures be obtained from Municipal Court regarding the number of people that used the Amnesty Program and amount of revenue the Program generated.

- Update of Current Projects
  The Commissioner requested an update on all current projects and quarterly reports on the status of each City garage that is proposed.

*

Commissioner Chin made the following requests and observations:

- Reschedule of Agenda Item
  The Commissioner suggested the agenda item concerning the nonprofit Boards of City parking facilities be scheduled for review in March instead of February due to the anticipated heavy workload for the month of February. The members agreed.

- 22nd and Bartlett Garage
  The Commissioner inquired about the proposal for management of the 22nd and Bartlett Garage by a private vendor. The Acting Director replied that the staff has received a proposal and is in the process of reviewing it.

*

Commissioner Grosboll requested the placement of the following matters on the February 19 or March 5, 1991 Commission Agenda:

1989 Auditor's Report

The Commissioner observed that the 1989 Auditor's Report was critical of the previous administration's parking enforcement. He requested that the staff provide the members with a report that compares the 1989 Report with the 1991 statistics. He also requested a photocopy of the Department's response to the Report.

Strategies for Enforcement

The Commissioner discussed the need for a balance in enforcement throughout the City and suggested that the members consider developing a policy on enforcement strategies. He opined that the Commission should become a part of the decision-making process in the placement of Parking Control Officers (PCOs) throughout the City.

Enforcement of Double Parkers

The Commissioner suggested the issue of enforcement of double parkers be placed on the agenda for discussion.

Meters

The Commissioner noted the need for meters in the South of Market area particularly in the area East of Third Street. The Acting Director acknowledged the Commissioner's request and stated that meters have been ordered.

*

Commissioner Chin reported on the need for replacement of parking spaces which will be temporarily lost during the razing of the Embarcadero Freeway. He indicated his concern regarding the loss of meter spaces adjacent to the Ferry Building as well as the loss of spaces on Folsom Street resulting from the relocation of van pool parking to that area. The Acting Director noted that staff has addressed the matter and stated that the City is providing parking near various institutions. In addition, the Port is planning to provide public parking.

*

Commissioner Singh inquired about the status of meters that have been requested in the Noriega Street area. The Acting Director reported that the meters were installed on Noriega Street in November, 1989.

PUBLIC COMMENTS

Stanley Pauer, representing the Physically Disabled Forum, addressed the Commission concerning blue zones for the disabled. He described the City's regulations for blue zones within parking facilities noting that the present standards for blue zones have a ratio of 1-to-25. He stated that San Francisco's blue zone requirements are stricter than those of the State and the Federal government; however, the Federal government standards will become applicable throughout the Country within a year. Mr. Pauer petitioned the Commission to retain the 1-to-25 ratio requirement.

In addition, Mr. Pauer stressed the need for enforcement of blue zones and suggested that Quad Squads would aid Parking Control Officers in ticket writing. Quad Squads are groups of disabled persons who are given the authority to ticket vehicles that are parked illegally. He noted that some cities, Quad Squads' authority is restricted only to parking laws that affect the disabled. In other cities, the Quad Squads can enforce all parking laws. Mr. Pauer beseeched the Commission to consider using Quad Squads in the San Francisco area noting that the present enforcement of blue zones is not sufficient.

*

Commissioner Grosboll queried staff concerning the Department's authority to regulate blue zone standards. The Acting Director responded stating that the City's standards are applied by the Department of City Planning. The Parking Authority staff is attempting to identify the proper ratio and is functioning with the City Planning Department in an advisory capacity. He noted that the Department's staff is in support for the current standards.

Regarding the issue of Quad Squads, the Acting Director reported that the matter is scheduled for discussion at the International Muncipal Parking Conference workshop. The Executive Director plans to attend that workshop and is open to the Quad Squad concept. However, he noted that the Director has concerns regarding enforcement.

Commissioner Chin inquired about the Department's authority to enforce blue zones on private property. The Acting Director reported that the Department does not have authority to enforce blue zones on private property. He noted, however, that the Department does exercise its authority at municipal garages.

NEW BUSINESS

Resolution Approving Lease Amendment for Charles Hao Commercial Space at the St. Mary's Square Garage

The Chair announced the continuance of the matter to a future Commission meeting.

Scheduling of Neighborhood Commission Meetings

The Acting Commission Secretary reported to the Commission on previous and proposed Neighborhood Commission meetings. She noted that the neighborhoods with the most acute parking needs, as identified by the 1986 Neighborhood Parking Study, have been visited.

The members discussed the pending neighborhood meetings and agreed that the neighborhood meetings should be postponed until April, 1991 because of the pending heavy workload expected at forthcoming meetings. It was decided to calendar the issue of Neighborhood Commission meetings for discussion in March, 1991. The members also suggested that the priority of locations be discussed at that meeting.

The Chair reminded the Commission that many of the neighborhoods were visited in 1989 before the consolidation of the Department and suggested that a revisit may be in order.

*

Resolution No. 91-36 Commending Darshan Singh

On motion of Commissioner Grosboll, seconded by Commissioner Chin, Resolution 91-36 commending Darshan Singh for his leadership as Chair of the San Francisco Parking and Traffic Commission was recommended and approved.

VOTE: Ayes - Members Chin, Grosboll, Melara
Excused - Member Quaranta

ADJOURNMENT

Thereupon the meeting was adjourned at 2:31 p.m.

RECONVENE

SPECIAL MEETING OF THE SAN FRANCISCO PARKING AUTHORITY

The Chairman called the meeting to order at 2:41 p.m.

ROLL CALL

The roll call indicated Quorum present.

ADOPTION OF MINUTES

On motion of Commissioner Chin, seconded by Commissioner Singh, the Minutes of the Special Meeting of the Parking Authority (PA) held on December 18, 1990 were approved as drafted.

VOTE: Ayes: Members Chin, Grosboll, Melara and Singh
Excused: Member Quaranta

PUBLIC COMMENT

There were no public comments.

NEW BUSINESS

Public Hearing on the Park and Ride Program

Enid Lim, representing Chinatown T.R.I.P., addressed the Commission concerning the Park and Ride Program. She stated that the Chinatown area is pleased with the project and indicated her desire to encompass more of the Chinatown merchants into the Program. She expressed a wish to extend the Program to the South of Chinatown area explaining that a number of the establishments in that area are not able to avail themselves of the Program. She also spoke of Chinatown's desire to bring the Program into a self perpetuating service and expressed a willingness to work with the Parking Authority toward that end.

*

Commissioner Grosboll asked Ms. Lim if she had any additional suggestions for improving or better marketing the Park and Ride Program. Ms. Lim suggested working with restaurants in Chinatown which plan banquets. She suggested that instructions for using the Program can be included in the banquet invitations that are disseminated by the restaurants.

Commissioner Grosboll asked if Ms. Lim had sensed dismay or received complaints concerning the reduction of evening service. Ms. Lim stated that she had not received complaints. She noted that there is not much demand for evening service in Chinatown. She suggested, however, that if banquet arrangements can be made, perhaps the shuttle hours could be extended.

Commissioner Grosboll observed that the Portsmouth Square Garage is available to provide evening parking for banquets. The Director of the Parking Authority stated that the Portsmouth Garage does not have the capacity to accommodate parking demands if several banquets are held on the same evening.

*

Marsha Garland, Director of the North Beach Chamber of Commerce, addressed the Commission on the Park and Ride Program. She thanked the Commission for the opportunity to use the Program but noted that the Program was not successful in the North Beach area. She remarked that activity in North Beach is primarily evening activity and stated that people did not favor the idea of parking their cars in one area and taking a shuttle to another area.

Mr. Garland described a parking alternative idea that is in the process of being developed. The concept is to provide valet parking to persons visting the North Beach area. The service would include two white zones in a central location where individuals could drop off their cars for parking by a car caddy. The cost of the service would be $2.00 and the cars would be parked at the Golden Gateway Garage or whatever garage is designated.

*

Commissioner Grosboll asked if Ms. Garland felt the Park and Ride Program should be terminated. Ms. Garland replied "Yes" and stated that she was personally disappointed with the Program.

Commissioner Grosboll inquired about the cost of valet parking as provided presently by various restaurants in North Beach. Ms. Garland stated that the cost varies from $5.00 to $7.00 and noted that only six or seven restaurants provide the service.

Commissioner Grosboll asked if financial assistance from the City will be sought for the program. Ms. Garland stated that a final decision has not be made in the matter but indicated that the formal proposal will address the issue.

Commissioner Grosboll opined that the proposed service would not decrease the amount of traffic congestion in North Beach because persons would still be driving to the area. Ms. Garland stated that the service would eliminate cars circling the block. Jerry Dal Bozzo, Vice President of the North Beach Chamber of Commerce, noted that the service would eliminate the need for illegal parking.

Commissioner Chin indicated his concern that many of the merchants in the North Beach area did not utilize the Park and Ride Service. North Beach had a ratio of usage between 10-15 percent whereas Chinatown's utilization was in the 40-50 percent range. He stated that the Park and Ride Program provides a unique opportunity noting the interest of several merchant groups in the Program. Mr. Dal Bozzo stated the the Park and Ride Program works well during the daytime but noted his opinion that the valet service would work best at night.

Commissioner Grosboll remarked that a large car caddy staff or longer white zones will be needed to avoid potential parking problems. He noted that cars could be lined up to use the white zones if there is a 15 minute wait between the shuttling of cars to and from the garage.

The Director of the Parking Authority noted that the valet program may not reduce traffic congestion but may reduce the competition for parking spaces. He stated that there are a number of legal questions that will need to be addressed. In addition, issues will need to be addressed such as projections on the number of cars that are expected, possible assistance requested from the City, and possible contractual changes at Golden Gateway Garage.

Commissioner Grosboll complimented Ms. Garland on a creative idea but noted that a thorough review of the proposal would be necessary.

The Chair suggested that Ms. Garland meet with staff regarding a proposal for the project.

Commissioner Singh asked if there is an estimate on the cost of the valet service to the City. Mr. Dal Bozzo replied that the City may only be requested to pay for the use of the Garage. He stated that the merchants would pay for all other costs. Commissioner Singh instructed the staff to investigate and report back to the Commission on the cost of keeping the Garage opened.

Mr. Dal Bozzo complimented the staff on the Park and Ride Program.

Resolution No. 91-1157 Approving a Contract With Golden Gate Parking to Extend the Park and Ride Program

Commissioner Grosboll inquired about the waiver that was requested from the Human Rights Commission. He asked if any of the shuttle service businesses in the City are minority owned. The Director of the Parking Authority stated that all of the shuttle businesses listed in the City telephone book were contacted and none were minority owned. He noted, however, that Chinatown may eventually operate its own shuttle service if the proper resources as acquired for the project.

Commissioner Grosboll asked if any of the shuttle services are unionized. Rob Werner of City Park stated that none were unionized.

On motion of Commission Grosboll, seconded by Commission Chin, Resolution No. 91-1157 was approved as drafted.

VOTE: Ayes : Members Chin, Grosboll, Melara and Singh
Excused: Member Quaranta

ADJOURNMENT

Thereupon the meeting was adjourned at 3:30 p.m.

Respectfully submitted,

Renee Faison

Renee Faison
Acting Commission Secretary

7P

JAN 21 1988

NON-PROFIT CORPORATIONS

OF THE

CITY AND COUNTY OF SAN FRANCISCO

* * * * * * * * * * * * * * * * * * *

SAN FRANCISCO INTERNATIONAL AIRPORT

S.F.Airport Improvement Corporation

MUNICIPAL RAILWAY

S.F. Municipal Railway Improvement Corporation

PARKING AUTHORITY

Civic Center Plaza Garage Corporation
Ellis-O'Farrell Parking Corporation
Fifth & Mission (Downtown) Parking Corporation
Japan Center (Western Addition) Parking Corporation
Portsmouth Plaza Parking Corporation
Sutter-Stockton (Uptown) Parking Corporation

REAL ESTATE DEPARTMENT

S.F. Market Corporation (Produce Market)
Midtown Park Corporation (Midtown Park Apartments)

RECREATION AND PARK DEPARTMENT

Stadium Incorporated (Candlestick Park)

SOCIAL SERVICES DEPARTMENT

Social Services Corporation

* * * * * * * * * * * * * *

Office of the Controller

March 1988

EXHIBIT A

GENERAL FEATURES OF NON-PROFIT CORPORATIONS.

Corporation is formed under the laws of the State of California to assist the City in acquiring or constructing certain improvements. The corporation issues one or more shares of stock which is held in trust for the City and County of San Francisco. Corporate Directors are generally selected from members of the business community having interests in the area to be served or persons with a particular expertise or interest in aspects of the financing or operations to be undertaken by the non-profit.

Bonds are issued by the Corporation and the proceeds used to construct or acquire the improvements. The bonds are revenue bonds of the Corporation and do not involve the credit of or become direct obligations of the City. However, since the corporation is tax exempt, the interest costs are comparable to rates for prime (AA rated or better) governmental securities. The City enters into a lease, approved by the Board of Supervisors and Mayor, with the corporation for the period of time that the bonds are outstanding. The revenues from this lease secure the debt service on the bonds. During the lease period the corporation may operate the facility, subject to certain oversight by City departments as is the case with parking garages, or the City may occupy and operate the facility, paying periodic lease payments as is the case with Candlestick Park, Airport and Muni properties. Upon retirement of the bonds or completion of the lease term, the Corporation transfers ownership of the property or other asset to the City.

Charter Section ~~7.403~~ 7.309 was added to the Charter in 1976 to provide that all leases (particularly with non-profits) for facilities or equipment could not be authorized without approval by a vote of the electorate. No non-profit corporations have been formed since that date, nor have any new leases been executed since that time. However, two leases have been modified to provide the City with a portion of revenues earned by Portsmouth and Sutter-Stockton garages even though the respective bonds have not been retired.

Following is a brief description of each of the current non-profit corporations employed by the City and County of San Francisco.

SAN FRANCISCO INTERNATIONAL AIRPORT

Airport Improvement Corporation.

Established 1960 to assist financing of the Airport Improvement Program. The non-profit corporation sells revenue bonds at tax-exempt interest rates comparable to prime governmental securities. Bonds are secured by leases between the Corporation and the individual airline company wherein periodic lease payments are set at a level sufficient to cover debt service on the bonds and any administrative costs and trustee fees of the non-profit corporation.

Currently almost $125 million of bonds have been issued, secured by leases with various airlines. Annual audits are performed by independent Certified Public Accounting firms and copies sent to the Airport and Controller.

Current bond indentures at November 1987 include:

Indenture with	Lease Dated	Authorized	Redeemed	Balance	Bonds Mature
Pan American Airways)	1962	$ 5,030,000	$3,618,000	$ 1,412,000	1992
-do-)	1966	1,000,000	458,000	542,000	2001
-do-)	1967	1,250,000	1,250,000	-0-	1984
-do-)	1968	440,000	440,000	-0-	1984
Western Airlines	1967	3,950,000	1,060,000	2,890,000	2007
United Airlines)	1967	3,015,000	1,685,000	1,330,000	1993
-do-)	1973	77,800,000	7,010,000	70,790,000	2001
American Airlines	1970	30,000,000	4,250,000	25,750,000	2009
Republic Airlines - City	1967	2,365,000	765,000	1,600,000	2005
Totals		$124,850,000	$20,536,000	$104,314,000	

MUNICIPAL RAILWAY - PUBLIC UTILITIES COMMISSION

Municipal Railway Improvement Corporation. (SFMRIC)
The corporation was formed in 1968, before the enactment of most current transit assistance laws and funding sources, as a device to enable the Muni to replace its obsolete and dilapidated rolling stock, facilities and equipment.

Non-profit corporate bonds are sold to finance the local share of needed improvements. The bonds are secured by equipment and facilities acquired and leases with the City. The Corporation enters into lease agreements with the City which provide that the Corporation will acquire and lease to the City certain equipment and facilities to be used in the operation of the Municipal Railway. Under the terms of the leases the City is obligated to pay basic rentals sufficient to cover the debt service costs of the bonds issued by the Corporation. At the end of each lease, the City has the option to purchase the equipment and facilities for $1.

The SFMRIC is authorized to issue bonds to fund two programs - Transit Equipment (Buses and Light Rail Vehicles) and Transit Improvement (facilities, rerailing, etc.). Transit Equipment Program bonds in the amount of $51.5 million have been authorized of which $21 million has been sold. Improvement Program bonds of $44 million have been authorized and $36.2 million sold. Debt service has been structured to require approximately $4 to $4.5 million per year for debt service. This amount appears in each annual Muni budget. Bond interest rates have been competitive with those of governmental units with AAA debt ratings.

PARKING AUTHORITY

Garages in general. Parking Authority requires a budget from each garage operator and monitors annual garage expenditures and revenues against the approved budget. Capital additions and equipment must be approved by the Authority and the Real Estate Department before expenditures may be made.

As provided in the San Francisco Administrative Code, Chapter 17, the rates charged by the several garages are reviewed periodically by the Traffic Engineers and Parking Authority. Recommended rates are submitted to the Board of Supervisors for approval by resolution. Garages which are under the control of Recreation and Park are also approved by that Commission before referral to the Board of Supervisors. The Controller also reviews the operations of each of the garages and issues an annual report which encompasses the operation of all public garage facilities, both non profit and city owned.

All non-profit corporations are required to submit an annual budget to the Controller for review and approval. Operating and capital expenditures are reviewed by the Controller before disbursement and items not approved by the Controller are not disbursed.

Operating agreements generally provide that the operator be reimbursed for all direct operating expenses of the garage, subject to approval by the City. All revenues are paid to the trustee bank for disposition according to terms of the indenture. Operators receive a fixed management fee ($10,000 per year is the usual amount) for performing all garage management, oversight and indirect supervision functions.

Non-profit garage corporations are subject to a tax of 25% ($250 per $1000) on their gross revenues which is paid into the City's General Fund.

Civic Plaza Parking Corporation.

Constructed beneath the Civic Center Park with entrances on McAllister and Polk Streets. Recreation and Park Commission controls land; Parking Authority establishes rates, subject to Board of Supervisors approval. Contains 840 stalls of self-parking. City leased back the land and garage in 1960. City receives 100% of revenues, approves all operating expenses of operator (System Parking Corp.), pays debt service on bonds and credits excess revenues (about $350,000 in 1985) to Recreation and Park Commission for appropriation in the annual budget process.

Ellis-O'Farrell Parking Corporation.
Located on O'Farrell Street between Stockton and Powell. Acquired in December 1964 with proceeds of a $2.8 million bond issue. Parking Authority controls rates and parking regulations. Contains 900 semi-attendant parking stalls with entrances from both O'Farrell and Ellis Streets. Current operator is Pansini Corporation. Store leases are reviewed by the Director of Property, after recommendation of the Garage Board of Directors.

Fifth and Mission (Downtown) Garage.
Contains 1792 self-park stalls, in the block bounded by Fifth, Mission, Fourth and Jessie Streets. Acquired in 1957 with proceeds of Off-Street Parking Bond Fund. Constructed by Downtown Parking Corporation at a cost of slightly under $3 million. Current operator is S.E.Onorato Inc. Board of Directors in 1980 transferred $1.1 million to the City from garage funds.

Japanese Center Garage.
Western Addition Parking Corporation operates this garage in the area beneath the Japanese Cultural and Trade Center located along Geary Boulevard between Buchanan and Webster Streets. Constructed in 1965. Garage contains 850 stalls of self parking with entrances from Fillmore, Post and Geary Streets. Current operator is Japan Center Parking Incorporated.

Portsmouth Plaza.
This garage contains 504 stalls of self parking beneath Portsmouth Square. Garage constructed in 1960 to serve the Chinatown community. In 1983 the City entered into an agreement with the non profit whereby 85% of operating income is transferred to the Recreation and Park Department each year even though some bonds remain outstanding. To date the City has received over $2.6 million for Recreation and Park purposes. In addition the garage corporation contributes funding annually toward maintenance of the Plaza area. Current operator is S.E.Onorato Inc.

Sutter-Stockton Garage.
Constructed by the Uptown Parking Corporation in 1959, expanded in 1975, additional expansion currently in progress to provide a maximum of 1788 self parking stalls by early 1986. Like Portsmouth, Sutter-Stockton has executed an agreement with the City whereby 85% of operating income will be paid to the City upon completion of current expansion project. $2 million has been received by the City to date with annual revenues of approximately $2.4 million projected in 1985-86. Current operator is System Parking Inc.

Store areas along the Sutter Street frontage of the garage are leased to various banking, retail and service businesses.

REAL ESTATE DEPARTMENT

San Francisco Market Corporation (Produce Market).
In 1959, the existing wholesale produce market in the City was located in the area bounded roughly by Market, Broadway and Embarcadero, now occupied by the Golden Gateway Redevelopment Project. The City desired to keep the wholesale produce market in San Francisco and, as a consequence, a proposition was approved by the electorate on November 3, 1959 which added Section 7.701 to the Charter, which provided for the relocation of the wholesale produce industry and the establishment of a new produce terminal within the City.

At the same time, the federal government was willing to sell to the City some of its surplus land in the Islais Creek area for use as a public wholesale produce market.

The City did not wish to use General Fund monies in order to build a new produce area and acquire the land; and as a result the Market Corporation was formed to aid and assist the City in acquiring the land from the federal government and in establishing a new produce terminal. In January 1963, the Market Corporation sold bonds to raise funds necessary to acquire and develop the Terminal. Part of the transaction was by way of a Deed of Gift from the Market Corporation to the City to purchase the land.

Currently, there are 84 stalls in the Terminal. Except for 4 stalls that are used as restaurants, and are leased pursuant to a form approved by the City, it is the tenants under the remaining 80 stall leases who have options under the master ground lease which extend until January 31, 2013. The lease further provides that all revenues from the Terminal must be used to pay costs of operation, repair and replacement of the Terminal; if the actual costs of operation, repair and replacement exceed the funds available, then the tenants pay an amount sufficient to cover these costs. An annual budget must be prepared for the approval of the City Controller.

Midtown Park Corporation (Midtown Park Apartments).
Formed in 1968, the Corporation operates, subject to oversight approval by the Director of Property and Controller, the Midtown Park Apartment complex in the block bounded by Divisadero, Geary, Scott and O'Farrell Streets in the Western Addition. The lease term is for the period of the mortgage on the property. Currently day to day property management services are provided by the DeWolff Realty Company, selected by the Corporation's Board of Directors with the concurrence of the Director of Property and Controller, after competitive bidding in 1982. All corporate expenditures are subject to review as to necessity and reasonableness by the City.

The complex contains approximately 138 - 1, 2 and 3 bedroom moderately priced apartments. Apartments were intended to provide housing for residents displaced by the Western Addition Redevelopment Project. As provided in the lease between the City and the Corporation, rental rates are set by a 5 member Board of Directors, all of whom must reside in the complex. Rents are subject to Rent Stabilization Board regulations.

RECREATION AND PARK DEPARTMENT

San Francisco Stadium Incorporated.
Organized in 1958 to construct Candlestick Park. Refunding bonds were issued in 1969 to provide for expansion of the stadium and various improvements. Debt service costs are paid from stadium revenues and funds allocated from the Hotel Tax Fund. Operating costs of the stadium are paid by Recreation and Park Department appropriations.

SOCIAL SERVICES DEPARTMENT

Social Services Building Corporation.
Formed in 1974 to construct Social Services's building at 170 Otis Street. Lease payments contained in annual appropriations of Social Services Department provide funds sufficient to cover debt service costs of the non-profit. Upon retirement of the bonds, the building will revert to City ownership.

DIRECTORS OF NON PROFIT CORPORATIONS
as of March, 1988

AIRPORT

S.F.Airport Improvement Corporation
John Watson, President
John H. Goy
Charlotte M. Mailliard

MUNICIPAL RAILWAY

S.F.Municipal Railway Improvement Corporation
James J. Ludwig, President
Arthur T. Cooke Jr.
Mrs. Lily Cuneo
Michael E. Hardeman
Joseph C. Ozan
Charles J. Scollin
Walter J. Spaelti

PARKING AUTHORITY

Civic Plaza Garage
Alfred G. Cinelli, President
Nancy Carter
S.Dale Hess
Russell D. Keil
Jack D. Swaner
Robert Walker

Ellis-O'Farrell Garage
Russell D. Keil, President
John J. Egan
J.Vance Huckins
Carl Livingston Jr.
Lloyd Pfleuger
Eric Walter

Fifth and Mission Garage
Jack Richardson, President
Bernard Averbuch
Robert A. Lurie
David Reese
Leslie Tang
Mel Wasserman

Japan Center Garage
Robert L. Speer, President
Mitsuo Ashina
Taiji Higaki
Yukio Murakami
Sinichi Seino
M. J. Staymates
Larry Wittenberger

Portsmouth Square Garage
Thomas Fong, President
Alfred G. Cinelli
Florence Fang
Herbert B. Gee
Albert Lim
Hazel Louie
May Louie
Clarence Poon
Fay Tom
Andrew Young

Sutter-Stockton Garage
James J. Ludwig, President
Joseph Dea
Sidney Goodwill
Carl Livingston Jr.
Peggy Mendlesohn
James Moore
Gerald Napier
Robin Schutte
Norman Wechsler
William Wilkinson

DIRECTORS (continued)

REAL ESTATE

Produce Market
Angelo Scampini, President
Chadwick Ertola
John Monfredini

Midtown Park Corporation
Orville Luster, President
Jo Pimment
Earl Loren Williams

RECREATION AND PARK

Stadium Incorporated (Candlestick Park)
Vincent J. Callan, President
Mary B. Connolly
Samuel R. Friedman

SOCIAL SERVICES

Social Services Corporation
Russell D. Keil, President
Henry D. Rolph
William D. Selbach

LEGAL COUNSEL FOR NON PROFIT CORPORATIONS

S.F.Airport Improvement Corporation:	Robert J. Adams, Jr.
S.F. Municipal Railway Improvement Corporation:	Alfred J. Arnaud
Civic Plaza Garage: é Fifth and Mission Garage: é Portsmouth Square Garage: é Social Services Corporation: é Sutter Stockton Garage: é	Paul Newman
Ellis-O'Farrell Garage: é Japan Center Garage: é	Richard Dole
Produce Market:	J. Ronald Pengilly
Midtown Park Corporation:	None
Stadium Incorporated:	None

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OF THE CITY AND COUNTY OF SAN FRANCISCO

PARKING AND TRAFFIC COMMISSION

25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

ART AGNOS, Mayor
RINA CUTLER, Executive Director

NOTICE

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION

Tuesday, February 5, 1991
1:30 p.m.

Room 282, City Hall
San Francisco, California

AGENDA

1. ROLL CALL

2. ADOPTION OF THE MINUTES

   Regular Meeting of the Parking and Traffic Commission held on January 15, 1991

3. COMMISSIONERS' QUESTIONS AND MATTERS

4. CITY ATTORNEY'S REPORT

5. DIRECTOR'S REPORT

6. PUBLIC COMMENT

   The public may address the Parking and Traffic Commission on any matter within the jurisdiction of the Commission. This should not relate to any item on this agenda since public comment will be taken as each agenda item is discussed. The Chair requests that each person addressing the Commission limit herself/himself to five minutes.

7. NEW BUSINESS

   a. Market Street Traffic Restriction Hearing
   b. Department of Parking and Traffic's Fiscal 1991/92 Budget

8. ADJOURNMENT

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OF THE CITY AND COUNTY OF SAN FRANCISCO

PARKING AND TRAFFIC COMMISSION

25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

ART AGNOS, Mayor
RINA CUTLER, Executive Director

MEETING REPORT

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION

Tuesday, February 5, 1991
1:30 p.m.
City Hall, Room 282
San Francisco, California

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PRESENT:

Commissioners: Sonia Melara, Chair
Angelo Quaranta, Vice Chair
Arnold Chin
Dick Grosboll
Darshan Singh

Staff: Rina Cutler, Executive Director
Tim Johnson, Bureau Chief
Phil Chin, Director, Parking Authority
Kevin Hagerty, Assistant Director, Parking Authority
Julian Hultgren, Deputy City Attorney
Renee Faison, Acting Commission Secretary

Guests: Norman Rolfe, San Francisco Tomorrow
Bernard Averbuch, Market Street Association
A. Babish, Sheraton Palace Hotel
D. Polan, Sheraton Palace Hotel
F.J. Clauss, Resident of San Francisco
J. M. Lavin
Jessica Bernstein, S.F. Chamber of Commerce
Thomas R. Raines, Nordstrom
Pryor Conrad, The Lurie Company
Larry Martin, TWU
Richard Guynn, Sutter-Stockton Garage
David Pilpel, Sierra Club, S.F. Tommorrow
Andy Nash, S.F. Tommorrow
J. Matsoukis, Marathon U.S. Corp
Vernon Duncan, 790 Union
Ray Antonio, TWU, 250-A
Rick Castaneda, Park on the Green

The Chairman called the meeting to order at 1:35 p.m.

ROLL CALL

The roll call indicated Quorum present. Commissioner Singh was excused from the first portion of the meeting.

ADOPTION OF MINUTES

Commissioner Grosboll requested the following modifications to the Minutes:

Page 5, third paragraph - Sentence should be changed to read "The Commissioner suggested the issue of enforcement of double parking on transit preference streets be placed on the agenda for discussion. Examples of such streets include Bush, Pine, Geary."

Page 10, last paragraph - Change sentence to read "Mr. Dal Bozzo and Mrs. Garland complimented Phil Chin and Maryellen Horgan on the Park and Ride Program."

Page 11, second paragraph - Add sentence at end of paragraph to read "Commissioner Grosboll expressed concern about the long-term future of the Park and Ride Program given that it (1) was not unionized, (2) might potentially conflict with MUNI and (3) had no minority ownership."

On motion of Commissioner Chin, seconded by Commissioner Grosboll, the Minutes of the Regular Meeting of the Parking and Traffic Commission (PTC) held on January 15, 1991 were approved as drafted.

VOTE: Ayes: Members Chin, Grosboll, Melara
Excused: Member Singh
Abstain: Member Quaranta

COMMISSIONERS' QUESTIONS AND MATTERS

Commissioner Chin raised the issue of minority representation on City nonprofit parking facility boards. The members discussed the matter and agreed to place the item on the agenda of the March, 1991 Commission Meeting.

*

Commissioner Grosboll observed that Supervisor Hsieh has made public comments critical of the Department regarding the handling of the Amnesty Program. The Commissioner noted his

objection to the Supervisor's statements and that, in his opinion, Supervisor Hsieh's actions were a "cheap shot." The Commissioner remarked that during the entire duration of the Amnesty Program, the Supervisor neither complained specifically about the staff nor generally about the Department's handling of the Program. The Commissioner stated that he has contacted the Supervisor's Office and is awaiting a response.

The Chair suggested inviting Supervisor Hsieh to attend a PTC meeting to discuss the issue.

Commissioner Chin agreed with both Commissioners. He observed that, contrary to the Commission's position, Supervisor Hsieh was of the opinion that the Amnesty Program had potential success and would generate excessive revenue. The Commissioner noted that the results of the Program have supported the Commission's viewpoint.

The members instructed the staff to draft a letter on behalf of the Commission to Supervisor Hsieh inviting his attendance at a Parking and Traffic Commission meeting.

*

DIRECTOR'S REPORT

The Executive Director provided the Commission with informational copies of two letters:

1) Letter from the Department of Public Health dated January 30, 1991 regarding Proposition 65: The Safe Drinking Water and Toxics Enforcement Act of 1986. This Act requires designated government employees to disclose to the Board of Supervisors and to the local health officer information about releases of hazardous wastes.

2) Letter and from the Mayor Office dated January 31, 1991 regarding the potential difficulties in maintaining a balanced budget. The report indicates that General Fund revenues for the current fiscal year are projected to be lower than the level anticipated in the 1990-91 budget. As a result, the Mayor has authorized a hiring freeze on all non-critical City employees.

The Executive Director provided the Commission with a brief status report on the Denver Boot Program. She reported that

the Boot Program began on February 4, 1991. On that date, six vehicles were identified as seizure eligible. Those vehicles had a total of 266 parking citations with a revenue bill owed to the City in the amount of $8,664.00. Previous to the implementation of the Boot, a policy decision was made to tow vehicles with fines in excess of $1,000. Four of the vehicles met that criteria and were towed. As of noon February 5, there were five vehicles identified as seizure eligible. Those vehicles totaled 231 citations with fines in the amount of $7,424.00.

*

Commssioner Chin inquired about seizure hearings. The Executive Director reported that Boot hearings can be held immediately.

Commissioner Grosboll inquired about the stage at which a car is immediately towed instead of booted. The Executive Director reported that a vehicle will be towed immediately if the car is creating a public safety hazard, parked in a tow zone or unpaid citations have been incurred in excess of $1,000. In all other instances, a booted car will be towed after a 72 hour period.

Commissioner Grosboll inquired about the car release process. The Executive Director replied that individuals may pay fines and Boot fees at Municipal Court in the Hall of Justice between the hours of 8:00 a.m. and 4:30 p.m. Monday through Friday. After the Boot fee and all parking citations are paid, Municipal Court will issue a receipt. The receipt should be taken to Room 154 at the Hall of Justice. The Department will dispatch a Parking Control Officer to remove the Boot from the vehicle within a hour and a half. The process is the same for scofflaw towing.

The Executive Director reported that Municipal Court has released new figures on the number of people with 10 or more parking citations. At the last reporting, the number was 15,000 individuals. That number has now grown to 22,000 individuals.

The Chair suggested that press releases on the Boot Program be provided in second languages. The Executive Director reported that releases have been issued in English and Spanish languages and Chinese language releases will be issued soon.

*

Commissioner Chin commented on the limited Department jurisdiction over several parking and traffic matters. He stated that various parking and traffic issues, such as the placement of stop signs and street closures, are vested in the Economic and Social Policy Committee of the Board of Supervisors and suggested that the PTC should seek to have those matters placed within its jurisdiction. The members agreed with Commission Chin.

The Bureau Chief reported that the Clerk of the Board of Supervisors has forwarded draft legislation to the Department recommending the transfer of street closure responsibility to the Department. The Department has reviewed and returned the draft to the Clerk and introduction of the legislation to the Board is pending.

PUBLIC COMMENTS

Dr. Francis Clauss, resident of Potrero Hill, addressed the Commission concerning the proposed parking garage at the San Francisco General Hospital. He asked for a response to the following questions:

1) Has the consultant study on the financing of the garage been completed? What is the next step in the process?
2) Has the staff completed the minority statement as required by the Board of Supervisors as a part of the Supplemental Appropriations request?
3) Can the Commission prevent the Hospital administration from converting to paid campus parking?
4) What is the status of the proposed DPT feasibility study regarding perpendicular and/or angular parking on various streets surrounding the proposed mental care facility during construction?

Staff responded as follows:

The Executive Director reported that the consultant's financial report has been completed and is being reviewed by staff. The matter will be placed on the February 19 Commission agenda for discussion.

The Bureau Chief reported that staff will submit the requested minority information on the contracts for the Environmental Impact Report (EIR) and the toxic cleanups to the Finance Committee of the Board of Supervisors on February 6. Most of the toxic cleanups can be handled by the Department of Public Health staff and the remainder will be subcontracted out. The

Redevelopment Agency has also identified a qualified minority consultant for the EIR.

The Bureau Chief stated that the parking improvement study will be conducted by the Traffic Engineering Division of the Department and will be completed within the next two months.

The Executive Director reported that the issue of paid parking on the Hospital grounds is not within the Department's purview. The policy is before the Health Commission for review.

*

Frank Martin Del Campo, Field Representative of the Service Employees International Union Local 790 and representative of the Department's Parking Control Officers (PCOs), addressed the Commission. He spoke relative to the issue of labor relations and opined that the Commission should institute a policy on the matter. He accused management of unilateral changes in wages, hours and working conditions; in pay and uniforms; and in the providing of shoes, whistles and tag books. He stated that Local 790 represented the PCOs when they were attached to the San Francisco Police Department and indicated that issues were handled without any grievance matters being brought forward.

Mr. Del Campo stressed additional concerns regarding the exercise of management rights noting the employer's reluctance to put policies in writing, the employer's unilateral changes in working conditions and the employer's lack of respect for Parking Control Officers' rights. He indicated that this has resulted in an inability for labor to fulfill its responsibilities and for the Department to fulfill its goals.

Mr. Del Campo declared that the Department is guilty of discrimination and favoritism and stated that there is low morale on part of PCOs. He provided the Commission with five grievances from the Union to the Department and indicated that the grievances have gone unanswered. He charged the Department with refusal to hear matters. In addition, he noted that since the Parking Control Officers have elected stewards, there has been a concerted effort on the part of the Department to dominate and interfere with the Union. He welcomed a review by an objective listener.

Commissioner Singh entered the meeting at 2:10 p.m.

Kathy Gianassi, Chief Shop Steward, testified before Commission. She stated that she has worked for the PCOs for 14 years and has never had a problem until she became involved with the Union. She indicated that she has been followed and harassed. She noted that she have written five grievances within a week and was told that each was denied without merit. She stated that the PCOs are tired of "getting kicked around."

*

For purposes of follow-up, Commissioner Grosboll restated Mr. Del Campo's concerns. They are issues of (1) wages, (2) tangible goods -- uniforms, shoes, whistles, etc., (3) harassment, (4) a specific instance of discrimination, (5) the lack of response to grievances and (6) general low morale. Mr. Del Campo agreed that those are the areas of concern.

Commissioner Grosboll stated that the allegations were general. He requested specific information on the harassment charge. Mr. Del Campo stated that low morale has been evident in the lack of productivity of the PCOs. He stated that harassment was being used as a tactic to increase productivity.

The Chair asked for a specific instance of harassment. Mr. Del Campo stated that a PCO was told that her accent was unacceptable over the radio. Also, a supervisor reprimanded a PCO in public in an inappropriate manner in public.

Commissioner Grosboll asked for specifics on the discrimination charge. Mr. Del Campo replied that there was a sex discrimination case and stated that there have been many complaints that he would be willing to submit to the Commission at a later date.

Commissioner Chin asked if many of the issues are presently in the grievance process. Mr. Del Campo stated that many of issues are in the grievance process but noted that management has not heard the grievance at any step or returned telephone calls.

Commissioner Chin commented that if the matter is in the grievance arbitration process, it should remain in that process with no interference from the Commission. The Commissioner noted that Mr. Del Campo's letter dated January 30, 1991 indicates that the matter is in step two of

the grievance process. He asked if there is a specific time limit for an employer to respond? And asked if the employer is outside the time limit? Mr. Del Campo replied that he was not appearing before the Commission in an effort to resolve a grievance but to note that management has a practice of not being willing to hear grievance matters.

Commissioner Chin asked again if management was within the time limit. Mr. Del Campo stated that management has seven days from the date of the letter in which to respond.

Commissioner Chin stated for the record that management was within the time limit to respond.

Commissioner Singh asked for information on how many men and women are employeed in that Division. Ms. Gianassi stated that there is presently 116 women and 85 men. She noted that only men were picked for the nine Boot crew positions.

Commissioner Grosboll invited staff to respond. The Executive Director stated her disagreement with all of Mr. Del Campo's allegations with one exception -- morale. She agreed that morale was low. She stated that the Department has responded to letters Mr. Del Campo has provided the Commission with and noted that Mr. Del Campo neglected to provide those copies. She stated that the matters Mr. Del Campo raised are presently in the grievance process and have not as yet reached her level hearing.

Ms. Gianassi asked the Executive Director for the chain of command in the Enforcement Division. The Executive Director responded that the chain of command is Jerry Lee, who is the Manager of the Enforcement Division, and herself. She noted that the chain of command will change as additional staff is approved through the Civil Service Commission.

Commissioner Grosboll reported the Union had contacted him. He remarked that he is a union-side labor attorney and, therefore, finds it particularly troublesome that the matter has reached the stage that it must be brought before a Commission meeting. He stated that he has conveyed this message to the City Attorney's Office, the Mayor's Office, the DPT staff, Mr. Del Campo and Mr. Del Campo's superiors in the hopes that the matter would be resolved. The Commissioner requested a staff prepared report on the issues raised by Mr. Del Campo. In addition, he reserved the right to place the item on the agenda at a future meeting.

*

David Pilpel, representing the Sierra Club and San Francisco Tommorrow, addressed the Commission on four matters:

1) He requested an updated copy of the Department's organizational chart when available.
2) He briefly discussed parking enforcement in the City stating that he has spoken to several people who are of the opinion that enforcement is sporadic. He indicated that he would be present for Commission meeting discussion on the matter.
3) He suggested that traffic control for moving violations be transferred from the Police Department to the DPT.
4) He asked if the Parking Authority prepares summary reports regarding garage safety and security.

In answer to Mr. Pilpel's question concerning the transfer of traffic control responsibilities, the City Attorney replied that enforcement of moving violations is within the Police Department's jurisdiction as prescribed by State law. The Commission does not have the authority to amend that law.

Regarding Mr. Pilpel's question concerning garage security reports the Executive Director stated that reports are not made and noted that only two incidents have occurred at City garages in the past that she has been made aware of.

CITY ATTORNEY'S REPORT

The City Attorney had nothing to Report.

NEW BUSINESS

Market Street Traffic Restriction Hearing

Jerry Robbins, DPT's Transportation Planner, conducted a study to determine if the prohibition of private vehicles on Market Street is feasible. Mr. Robbins briefed the Commission on the findings of the study and made recommendations as indicated in the attached summary (Exhibit A).

As noted in the study, Mr. Robbins concluded that private vehicular prohibition on Market Street is currently not recommended due to (1) the difficulty of enforcing such a restriction and (2) the limited benefit such a prohibition would provide for transit.

Also researched in the study was the feasibility of allowing Golden Gate Transit to access Market Street. The study concluded that Golden Gate Transit buses should be permitted on Market Street west of Third Street and only on a trial basis.

*

Captain Denise Martell, of the San Francisco Police Department Traffic Division, addressed the Commission on the Market Street issue. He recommended that the traffic prohibition not be implemented noting the excessive cost of such the program. The Police Department approximates the cost of 24 fixed post Police Officers at every access point on Market Street between Steuart Street and Eighth Street to cost $2 million per annum. Should the Commission decide to implement the program, Capt. Martell suggested that it run for a target period of time and with a concentrated prevention and enforcement effort of one motorcycle officer for every two blocks. He approximated that a roving patrol utilizing six motorcycle officers with relief and supervision factors included for 14 hours per day would cost $5,334.00 daily and approximately $160,000 per month.

*

Kathy Gilbert, Acting Deputy General Manager of Transportation at Muncipal Railway, reported that MUNI's Commission has put forth a resolution opposing Golden Gate Transit's usage of Market Street at this time. She stated that there are 64 MUNI buses and 14 MUNI lines traversing Market Street daily making over 2,300 one way trips. Golden Gate is proposing 19 additional buses on Market Street in the peak hours. Ms. Gilbert noted that this would further congest an already over crowded Street and requested mitigation from DPT. In addition, she noted that the razing of the Embarcadero Freeway and the planned F Line rail traffic would significantly impact the Market Street corridor.

*

Peter Straus, Director of Service Planning for Municipal Railway, spoke before the Commission noting MUNIs support for traffic restriction on Market Street. He stated that the reduction in traffic will diminish interference with MUNI. He explained that traffic signals have been timed on Market Street at one minute per block in order to process the MUNI buses. Fifty percent of the time there is a one minute loss of bus running time caused primarily by private, noncommercial vehicles. This loss of time translates into approximately $400,000 worth of service over the course of a year or 39.2 hours of lost time per day.

Mr. Straus recommended a compromise be considered if the prohibition of private vehicles on Market Street is not favored by the Commission. He suggested the diversion traffic at 8th Street inbound and McAllister outbound as a concession. He also noted that limited enforcement would be needed for this one block area.

Regarding Golden Gate Transit operating on Market Street, Mr. Straus remarked that it is imperative that suitable mitigations be imposed so that the existing commercial traffic is not negatively impacted. He indicated that the portion of Market Street on which Golden Gate Transit is proposing use is a key impact area for MUNI.

*

Thomas Raines, representing Nordstrom San Francisco Center, urged the Commission to continue to allow private vehicles to use Market Street. He stated that the restriction of traffic on Market Street would be detrimental to business in the area. He noted that Nordstrom's provides reduced-rate valet parking and shuttle buses to and from the Financial and Union Square districts and stated that these services may be affected by the Market Street traffic prohibition. He reported that fifty percent of the clientele of Nordstroms do not live or work in San Francisco. He noted that there are many other traffic issues that already complicate travel in and out of the City including damage to roads and bridges by the 1989 Earthquake, construction, etc. He stated that there are good alternative solutions as stated by speakers and urged the Commission to consider them.

*

Jerome Kuykendall, Planning Director of the Golden Gate Bridge District, beseeched the Commission to vote in favor of Golden Gate Transit's usage of Market Street. He stated that the Bridge District is interested in operating on Market Street as a result of comments that have been received from bus patrons and the public regarding better access to downtown San Francisco. Mr. Kuykendall indicated that 19 Golden Grate Transit buses will be in operation in San Francsico during peak hours and urged the Commission favorably consider their proposal.

*

Harvey Katz, Planner for the Golden Gate Bridge District, also addressed the Commission stating that the Bridge District has been attempting to change their route to Market Street for several years. He indicated that the use of Market Street would allow better connections for Golden Gate Transit patrons on BART, MUNI and the Transbay Terminal buses. He also noted the interest in having better access to Union Square for the Transit's passengers. He stated that being on Market Street would make Golden Gate Transit more visible to the people of San Francisco and stressed that, in Golden Gate Bridge District's opinion, their service on Market Street would not be detrimental to MUNI's service.

Mr. Katz and Mr. Kuykendall remarked that the Golden Gate Bridge District does not have an opinion on the traffic mitigations for Market Street.

*

Larry Martin, representing Transit Workers Union, urged the Commission to approve the restriction of traffic on Market Street. He also requested that the Commission vote against Golden Gate Transit's usage of the Market Street corridor. He stated that there is a State Law that will be affected if Golden Gate Transit is allowed to use Market Street. Mr. Martin stated that by allowing Golden Gate Transit's usage of Market Street, you are obligated to also allow other transit lines -- AC Transit, San Mateo Transit, Greyline, etc. -- to use Market Street. He spoke of the delays that would be caused by such a plan and urged the Commission to allow Market Street to be a MUNI transit operated street.

*

Executive Director requested that the City Attorney provide the staff and Commission with information on the State Law referred to by Mr. Martin.

*

Jesica Bernstein, representing the San Francisco Chamber of Commerce, urged the Commission to oppose the proposal to restrict traffic on Market Street. Ms. Bernstein reported that traffic moves well on Market Street with buses and private vehicles. She stated that closing Market Street to passenger cars would only result in the further congestion of Mission and other neighboring streets. She noted that closing a major street would also make it more difficult for out of town visitors to travel in San Francisco.

*

Carolyn Diamond, the Associate Director of Market Street Association, informed the Commission that the Association members universally oppose restricting traffic on Market Street and noted that the restriction of traffic would be damaging to business in the area. She provided the Commission with a sampling of letters from the members of her association. She stated that the closure of Market Street would confuse people that drive in the area and observed that by restricting traffic, the Department will be sending a "psychological message" indicating that people should not come to Market Street.

*

Norman Rolfe, representing San Francisco Tomorrow, spoke in support of the automobile ban on Market Street noting transit and environmental concerns. He provided the Commission with a clipping from the Chronicle which indicates that parking taxes are down and sales taxes are up. He stated that this demonstrates that people are parking less and buying more. He reported that a consultant conducted a survey several years ago concerning the means by which people traveled to the downtown area for shopping and entertainment. That consultant concluded that most people used public transportation or walked to the area.

Mr. Rolfe supported the concept of Golden Gate Transit's usage of Market Street. He stated that it would encourage the use of commercial transit and give better regional connections. He added that adding Golden Gate Transit to Market Street without reducing the number of automobiles on Market Street will cause delays in transit service and congestion.

*

David Pilpel, representing the Sierra Club, reported that the Sierra Club supports a full restriction of traffic on Market Street. He noted, however, that given the budget restrictions, the Sierra Club would support a compromise which would include implementation of traffic restrictions on portions of Market Street. He suggested a restriction of automobile use between 8th and 7th Streets. He stated that Market Street continues to be the dominate transit Street in the City and noted that the restriction would be in keeping with the City's Transit First Policy.

Mr. Pilpel also indicated the Sierra Club's support for allowing Golden Gate Transit onto Market Street and recommended that Golden Gate Transit be allowed to proceed down as far as 2nd Street.

*

*

John Holtzclaw urged the Commission to ban private vehicles on Market Street. He spoke of the impact that vehicles have on air pollution and health problems. He noted several precedents for the automobile ban pointing out portions of Powell and Buchannan Streets that have been closed to traffic. He described an article in Worldwatch Papers regarding the banning of traffic. It stated that sales increased 25 percent or more in areas were traffic was banned. He also noted that 42nd Street in New York City was closed on Earthday. He stated that the closure was successful because it was well publicized.

Mr. Holtzclaw also indicated his support for Golden Gate Transit's use of Market Street.

*

Howard Strassner, representing Coalition for San Francisco Neighborhoods, noted his support for the restriction of traffic on Market Street. Mr. Strassner spoke of the need to reduce air pollution and urged the Commission to support mitigations of traffic.

Mr. Strassner also suggested that the Department change its telephone number from "park" to "walk" or "ride." He stated that the Department may be sending out the wrong signal.

*

Robert Begley, Executive Director of the Hotel Council of San Francisco, addressed the Commission. He pointed out that the hotel industry is the major industry and employer of the City. He stated that banning the traffic on Market Street will make it difficult for people visiting the City. He urged the Commission to have compassion for those people who are visiting and spending money in San Francisco. He asked that the Commission not send a signal to out of towners of how difficult San Francisco is to drive in.

*

Edward Larson, Executive Director of the Union Square Association, spoke against the prohibition of private traffic on Market Street. He agreed with the Market Street Feasibility Study which stated that there is little to be gained and a lot to be lost with having a strict prohibition of private cars on Market Street. He stated that the psychology of the matter is important to the visitors and

shoppers of the City. Access to downtown should be comfortable and appealing. He noted the impact on businesses caused by the 1989 Earthquake and the recession and stated that a full restriction will worsen the impact on business in the area. He urged the Commission to consider a compromise.

Mr. Lawson spoke in support of Golden Gate Transit's use of Market Street.

*

John Poachman, Representing San Francisco Bicycle Coaliation and Bay Area Bicycle Action, spoke in support of the closure of Market Street to private motor vehicles. He stated that it would send an important message that the City is moving toward mass transit and away from private motor vehicles. He also noted that it would send a message to the Country that San Francisco is willing to do something about dependence on foreign oil.

*

Virginia Conway pointed out that Market Street has very little private vehicle use on Sunday mornings and commented on how pleasant this is. She also noted that Golden Gate Transit's present stops are in areas that are very dangerous at night and urged the Commission to allow Golden Gate Transit to operate on Market Street.

*

There was a break at 4:20 p.m. and the meeting reconvened at 4:30 p.m.

Commissioner Quaranta was excused from the meeting at 4:25 p.m.

*

Commission Grosboll motioned to close Market Street on a nine-month basis between 8th and Stewart Streets. Commissioner Chin seconded the motion for the sake of discussion

Commissioner Grosboll stated his interest of being pro-transit. He acknowledge the speakers concerns regarding traffic restriction but indicated that he balances those concerns against the potential of experimentation.

Commissioner Chin remarked that he is also for transit and noted his interest of balancing the economic interests of the City and the citizens that live within it. He stated that he

is in favor of voting against the Feasibility Study and made the following recommendations:

- There should be no left or right turns at Fremont and Market.
- The transit lanes at Fremont and First Streets should be restated and enforced.
- The cross-hatched intersections in the Feasbility Study should encompass not only the Fourth Street and other intersections outlined but also include the streets of Fremont, First, New Montgomery, O'Farrell, Grant, Fourth and Market, Fifth and Market, Sixth and Market, and Seventh and Market.
- There should be fixed posts at Fremont and also at Third, Fourth and Eighth Street with PCO enforcement.
- There should be no left turns from Third Street and no right turns into Market Street from Stockton Street.
- Vehicular traffic should turn right at Eighth Street and diverted at McAllister westbound.
- Golden Gate Transit should be allowed to travel on Market Street but they should turn right at Fifth and travel eastbound on Folsom, westbound on Howard to Seventh. There should be no stop on Market Street but a right turn and stop at Fifth and Mint (between Market and Mission).
- All of this would be subject to the City Attorney's clarifying the issue of the State Law.

The Chair stated that prior to the Commission meeting she was in favor of closing Market Street to private vehicles. However, since hearing the speakers concerns, she has reconsidered her position. She stated that she is very much against negatively affecting the business industry of the City. She spoke of the effect of the Earthquake on traffic in the area and stated her concern about budgeting for additional enforcement on Market Street. She concluded that she will, therefore, vote against the motion.

VOTE:	Ayes:	Member Grosboll
	Noes:	Members Chin, Melara and Singh
	Excused:	Member Quaranta

*

Commissioner Grosboll stated that since there was no opposition from the business community regarding the experiment of closing Market Street to private vehicles at Eighth Street, he countered his motion. The counter motion is to opposing private automobiles between Seventh and Eighth Street on a nine-month experimental basis. There will be no left turns from Seventh Street onto westbound Market Street. The closure will be for all periods of time, including weekends and evenings.

Commissioner Singh seconded the motion for purposes of discussion.

Messrs Robbins, Begley, Lawson, Pilpel and Rolfe addressed the counter motion at Commissioner Singh's request. None opposed the counter motion.

The Chair noted that Commissioner Grosboll is asking for a vote on the concept and the matter will be "fine tuned" with the next few months.

The Executive Director noted that the Board of Supervisors will have the final vote on the matter.

After discussion, the Commissioner Grosboll modified his motion to include July 1, 1991 as the beginning date for the experiment. He also added that decision on the Golden Gate Transit issue should be delayed pending the results of the experiment. Commissioner Chin seconded the motion.

VOTE: Ayes: Members Chin, Grosboll, Melara and Singh
Excused: Member Quaranta

*

Department of Parking and Traffic's Fiscal 1991/92 Budget

Kathryn Hile of the Department of Parking and Traffic staff and the Executive Director described the Department's budget highlights (Exhibit B).

After a discussion and question period, the Commission voted as follows:

On motion of Commissioner Chin, seconded by Commissioner Singh, the baseline budget of $25,704.00 was approved.

VOTE: Ayes: Members Chin, Grosboll, Melara, Singh
Excused: Member Quaranta

*

On motion of Commissioner Chin, seconded by Commissioner Grosboll, 50 new positions were approved as outlined in budget highlights.

VOTE: Ayes: Members Chin, Grosboll, Melara, Singh
Excused: Member Quaranta

*

On motion of Commissioner Chin, seconded by Commissioner Singh, driveway tow fees were increased from $25.00 to $50.00 as specified in the budget highlights.

VOTE: Ayes: Members Chin, Grosboll, Melara, Singh
Excused: Member Quaranta

*

On motion of Commissioner Grosboll, seconded by Commissioner Chin, residential parking fees were increased for residents from $16.00 to $18.00 for a regular permit, from $13.00 to $18.00 for teachers permits and $150.00 biannually for contractors permits were approved as outlined in the budget highlights.

VOTE: Ayes: Members Grosboll, Melara, Singh
Noes: Member Chin
Excused: Member Quaranta

*

On motion of Commissioner Singh, seconded by Commissioner Chin, the costs for transfer of functions as described in the budget highlights were approved as indicated in the budget highlights.

VOTE: Ayes: Members Chin, Grosboll, Melara, Singh
Excused: Member Quaranta

ADJOURNMENT

Thereupon the meeting was adjourned at 6:20 p.m.

Respectfully submitted,

Renee Faison
Acting Commission Secretary

EXECUTIVE SUMMARY

Key Findings

This section summarizes the findings of the transporation analyses, observations and research conducted for the Market Street Transit-Commercial Street Study during June, July and August of 1990. Several of the traffic related findings rely on data and observations collected during a period of crosswalk reconstruction which may not represent "normal" conditions.

- Parking enforcement on Market Street is inadequate. Improved enforcement could substantially decrease the incidence of double-parking and illegal parking in the curb travel lane.

- The volume of private vehicles on Market Street is relatively light, averaging between three and six private vehicles per minute in each direction on most blocks during the midday.

- On Market Street blocks which were unobstructed by crosswalk construction during the study period, transit vehicles moved with minimal traffic-related delay. The study found little evidence to suggest that removing private vehicles from Market Street will improve Muni transit speeds, reliability or patronage.

- Market Street transit vehicles do encounter significant traffic-related delays on the First Street transit lane, Fremont Street and in turning to and from these streets from Market Street.

- Golden Gate Transit buses currently operate in an unfavorable route alignment through downtown San Francisco, decreasing the effectiveness of this regional transit service.

- Evidence from other cities indicates that removing private vehicles from transit streets does not lead to improved transit speeds or improved transit reliability unless there are significant traffic congestion problems. Studies from other cities also suggest that such projects sometimes result in an overall reduction of traffic.

- Previous experience with Market Street closures indicates that signage alone is not adequate to enforce vehicular restrictions. A substantial number of uniformed police officers would be required, at a significant cost to the city.

- The restriction would make private vehicular access to and from several downtown blocks awkward and indirect.

- Experience with previous closures of Market Street indicates that a substantial amount of Market Street traffic may be diverted to Mission Street, also an important transit street. It is difficult to estimate whether this added traffic would have a detrimental effect on Mission Street.

EXHIBIT 3

- It is difficult to estimate whether the introduction of Golden Gate Transit buses onto Market Street would have a detrimental effect on Muni operations. Locations where Muni operations would be most likely to encounter conflicts with Golden Gate Transit buses are on the westbound portion of Market Street between Fremont and Geary Streets and near Powell Street because of heavy bus volumes and passenger boardings.

- Other measures which could reduce the volume of private vehicles on Market Street include limiting these vehicles only during certain hours or certain days of the week, limiting them from a smaller area than the Eighth to Stueart boundaries, diverting them only at isolated locations and placing turn restrictions on additional streets which intersect Market Street.

- Other measures which could expedite transit operations on Market Street include improved parking enforcement, increased use of the rear door of buses for passenger loading at major bus stops, fixed-post traffic officers and a variety of site-specific traffic engineering improvements.

Recommendations

The following actions are recommended by the Department of Parking and Traffic to improve transit operations on Market Street and in the San Francisco Bay Region:

- Improve parking enforcement by establishing special Market Street parking control officer beats and by designating violations of Market Street truck loading bays as subject to towing. These actions can be implemented by the Department of Parking and Traffic.

- Permit Golden Gate Transit buses on Market Street west of Third Street on a trial basis. The proposed alignment is shown on Figure S-1. This action requires Board of Supervisors approval.

- Enforce the First Street transit lane between Market Street and the Transbay Terminal. This action also requires improved signage and pavement markings by the Department of Parking and Traffic and improved enforcement of moving violations by the Police Department.

- Prohibit turns onto Market Street from Fremont Street. This action will improve traffic circulation on Fremont Street and will decrease the volume of traffic on Market Street. This action requires Board of Supervisors approval.

- Install DO NOT BLOCK INTERSECTION signs at several Market Street intersections. This action can be implemented by the Department of Parking and Traffic.

- Station Fixed-Post Traffic Control Officers at the intersections of Market and First Streets and Market and Fremont Streets during peak

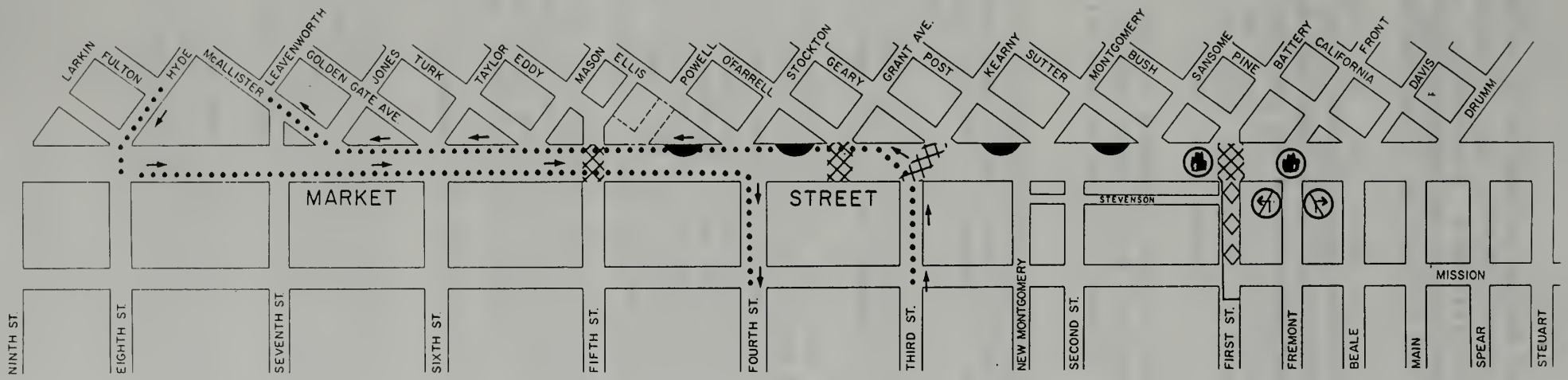

FIGURE S-1

RECOMMENDED ACTIONS

Legend

- Golden Gate Transit Test Route
- Install "DO NOT BLOCK INTERSECTION" Signs
- Establish Turn Prohibitions
- Assign Fixed-Post Traffic Control Officer During PeakPeriods
- Improve Existing TRANSIT- ONLY Lane
- Expedite Bus Passenger Loading

periods. This action can be implemented by the Department of Parking and Traffic.

- Expedite bus passenger loading procedures at heavily used Market Street bus stops. This measure can be implemented by the Municipal Railway.

Prohibition of private vehicles from Market Street is not recommended at this time, primarily due to the difficulty of enforcing such a restriction and the limited benefit such a prohibition would provide for transit.

DEPARTMENT OF PARKING AND TRAFFIC
BUDGET HIGHLIGHTS
FISCAL YEAR 1991-92

- Adds $812,894 to the baseline budget, $732,121 of which resulted from the restoration of the 2% budget cut to the General Fund and interim salary savings for the new positions in the Enforcement and Boot programs. The remainder covered restoration of interim salary savings for the new positions in Administration and increases in fixed costs such as gas and electricity, rent, and postage.

- Moves $463,000 in administrative costs from the General Fund to the Off Street Fund. This limits the increase in General Fund expenditures to the increase in the General Fund baseline ($732,121).

- Creates an Inter-Departmental (ID) budget and shifts $535,000 in permanent salaries, approximately $139,000 in fringe benefits, and $48,000 in operating costs from the Road Fund to the ID budget.

- Proposes $8,250,200 in increased revenues and $2,550,275 in new expenditures for a net revenue increase of $5,699,925.

- Requests the addition of 50 new positions: a Commission Secretary; a 1632 Sr. Account Clerk funded from the ID budget; a 1654 Principal Accountant as a transfer of function from DPW; a 1408 Principal Clerk and two cashier positions funded by increased revenues from Residential Permit Parking fees; and 45 parking control officers, 20 for residential parking enforcement and 25 for Neighborhood Parking violation enforcement to be funded by increased fine revenue.

- Proposes fee increases in the Residential Permit Parking program from $16 to $18 for residential permits, from $13 to $18 for teachers permits, from $100 annually to $150 semi-annually for contractor's permits.

- Proposes to increase the fine for a driveway tow citation from $25 to $50.

- Proposes increases totaling $520,310 in materials and supplies in all divisions but primarily in Traffic Operations where, based on our analysis of actual expenditures during the first 6 months of FY 90/91, we have found these line items to be severely underfunded.

- Proposes increases totaling $58,940 in Department of Electricity work orders to pay for sidewalk repairs for the Sign, Meter, and Signal shops. No funds for this service were included in the transfer of function.

OF THE CITY AND COUNTY OF SAN FRANCISCO

PARKING AND TRAFFIC COMMISSION

25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

ART AGNOS, Mayor
RINA CUTLER, Executive Director

NOTICE

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION
SPECIAL MEETING OF THE SAN FRANCISCO PARKING AUTHORITY

Tuesday, February 19, 1991
1:30 p.m.

Room 282, City Hall
San Francisco, California

AGENDA

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION

1. ROLL CALL

2. ADOPTION OF THE MINUTES

   Regular Meeting of the Parking and Traffic Commission held on February 5, 1991

3. CITY ATTORNEY'S REPORT

4. DIRECTOR'S REPORT

5. COMMISSIONERS' QUESTIONS AND MATTERS

6. PUBLIC COMMENT

   The public may address the Parking and Traffic Commission on any matter within the jurisdiction of the Commission. This should not relate to any item on this agenda since public comment will be taken as each agenda item is discussed. The Chair requests that each person addressing the Commission limit herself/himself to five minutes.

7. NEW BUSINESS

   a. Resolution Approving and Adopting Golden Gate Garage Legal Documents

(Continued on Back of Page)

NEW BUSINESS (continued)

b. Resolution Approving and Adopting Hall of Justice Plaza Parking Lot Legal Documents and Recommending Authorization to Lease
c. Resolution Approving and Adopting Union Square Garage Legal Documents and Recommeding Authorization to Lease
d. Supplemental Request for Transfer of Function from the Police Department

8. ADJOURNMENT

RECONVENE

SPECIAL MEETING OF THE SAN FRANCISCO PARKING AUTHORITY

1. ROLL CALL

2. ADOPTION OF THE MINUTES

Special Meeting of the San Francisco Parking Authority held on January 15, 1991

3. PUBLIC COMMENT

4. NEW BUSINESS

a. Resolution Recommending that the Board of Supervisors Approve a Commercial Lease with Harry Leung, Parcel 1, on the North Pedestrian Mall

5. ADJOURNMENT

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20
13
19/91

OF THE CITY AND COUNTY OF SAN FRANCISCO

PARKING AND TRAFFIC COMMISSION

25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

ART AGNOS, Mayor
RINA CUTLER, Executive Director

MEETING REPORT

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION
SPECIAL MEETING OF THE SAN FRANCISCO PARKING AUTHORITY

DOCUMENTS DEPT.

MAR 5 - 1991

SAN FRANCISCO
PUBLIC LIBRARY

Tuesday, February 19, 1991
1:30 p.m.
City Hall, Room 282
San Francisco, California

PRESENT:

Commissioners:	Sonia Melara, Chair
	Arnold Chin
	Dick Grosboll
Staff:	Rina Cutler, Executive Director
	Tim Johnson, Bureau Chief
	Kevin Hagerty, Assistant Director, Parking Authority
	Julian Hultgren, Deputy City Attorney
	Renee Faison, Acting Commission Secretary
Guests:	Ernie Prindle, Recreation and Park Department
	Jan Costello, Illinois Department on Aging
	Nancy Cobb
	Cathie Smith
	Francis J. Clauss, S.F. Resident
	Richard Guynn, Sutter-Stockton Garage
	Mark Weisman,
	Russ Presting, S.E. Onorato Garages
	Harry Leung
	Jonathan Weber, System Parking

EXCUSED:

Commissioners:	Angelo Quaranta, Vice Chair
	Darshan Singh

The Chairman called the meeting to order at 1:35 p.m.

ROLL CALL

The roll call indicated Quorum present.

ADOPTION OF MINUTES

Commissioner Chin requested the following typographical errors be corrected in the February 5 Minutes of the Parking and Traffic Commission (PTC) meeting:

Page 10, correct the spelling of Captain Dennis Martell's name.

Page 17, the baseline budget should be $25,704,000.

On motion of Commissioner Chin, seconded by Commissioner Grosboll, the Minutes of the Regular Meeting of the PTC held on February 5, 1991 were approved.

VOTE: AYES: Members Chin, Grosboll and Melara
EXCUSED: Members Quaranta and Singh

CITY ATTORNEY'S REPORT

The City Attorney had nothing to report.

DIRECTOR'S REPORT

The Director had nothing to report.

COMMISSIONERS' QUESTIONS AND MATTERS

Commissioner Grosboll inquired about the Boot Program. He asked (1) if any booted vehicles have been abandoned to date; (2) if there have been complaints regarding the inability to recover vehicles in the evening; and (3) if vehicles towed for general enforcement can be released immediately.

The Executive Director responded to the Commissioner's inquires. She stated that (1) vehicles are considered abandoned following a period of thirty days after towing. The Boot Program has been in effect for two weeks, therefore, it is too early to make a determination regarding abandonment; (2) there have been no complaints to date regarding the boot release procedure. That procedure is identical to the scofflaw towing release procedure which has been in existence for five years; (3) vehicles towed for general enforcement can be released immediately. Those vehicles will not be released immediately that have unpaid tickets or have a Police Department hold request.

*

Commissioner Grosboll asked if the staff has had an opportunity to draft a letter of invitation to Supervisor Hsieh inviting him to attend a Commission meeting in order to address the Commission's concerns regarding the Supervisor's critical comments toward the Department. The Executive Director stated that the letter is presently being drafted by staff.

Commissioner Chin inquired about the likely date for Supervisor Hsieh's appearance before the Commission. The Executive Director replied that March 19, 1991 is the target date and indicated that she will keep the Commission informed.

*

Commissioner Grosboll asked staff to provide the members with a copy of the Board of Supervisors legislation concerning street closure.

*

Commissioner Grosboll inquired about the PTC meeting calendaring of the San Francisco General Hospital parking facility matter. The Executive Director stated that there are no new developments to report on the project. She indicated that the Board of Supervisors' Finance Committee will hear the financing issue on February 20, 1991. Staff will report to the Board's decision following the meeting.

The Commissioner requested that the issue of mixed use for the parking facility be included in the garage discussions noting in particular the issue of affordable housing.

*

Commissioner Chin noted his interest in remaining apprised of boot statistics and requested that staff prepare monthly reports for the members. The Commissioner stated that the statistics will be particularly helpful in addressing Supervisor Hsieh's concerns.

*

Commissioner Grosboll commented on the lack of Saturday enforcement in many sections of the downtown areas and asked if this matter has been addressed. The Executive Director replied that enforcement in many areas has been limited due to the shortage of staff. She noted, however, that Saturday enforcement has been instituted in the downtown area, as well as all commercial neighborhood districts. She indicated that the targeting of specific areas for enforcement is contingent upon receiving additional staff.

The Commissioner requested that the issue of enforcement strategy and priorities be calendared on the Commission agenda.

*

Commissioner Chin suggested that the Commission plan a retreat to discuss the prioritization of agenda items. The Chair agreed and suggested that the meeting be planned for a Saturday instead of a week day. The City Attorney observed that the meeting should be (1) calendared as a Special Meeting, (2) properly noticed to persons on the mailing list, and (3) located within San Francisco. The Chair instructed the Commission Secretary to work with the members and staff to identify an appropriate date.

*

The Chair inquired about meter enforcement on holidays. The Executive Director stated that meters are in effect every day with the exception of Sundays. Commissioner Grosboll noted that the present language on meters does not reference holidays and suggested that the matter be discussed when the issue of prioritization of meter locations is placed on the agenda.

*

The Chair asked where boot inquiries should be directed. The Executive Director stated that boot inquiries should be directed to 553-1634. She stated that someone will be available to answer inquiries at that telephone number between the hours of 8:30 a.m. and 4:30 p.m. There is a telephone answering machine which is on after 6:00 p.m. which states the office hours.

*

The Chair requested that staff calendar issue of the Mission Bartlett Garage proposals for discussion at a forthcoming meeting. The Bureau Chief acknowledged the Commissioner's request and noted that meetings with the applicants and the formulation of a staff response will be necessary before the item can be brought before the Commission.

PUBLIC COMMENTS

Dr. Francis Clauss, resident of Potrero Hill, addressed the Commission concerning the proposed parking garage at the San Francisco General Hospital. He stated that the matter was scheduled to be heard before the Commission at this meeting and suggested that staff is delaying the project's progress. He stated that the residents and employees in the area are becoming frustrated and irritated by the delays.

Commissioner Grosboll disagreed with Dr. Clauss accusation concerning staff delays. The Commissioner noted that the matter came before Commission in December, 1990 and he opined that staff has been expedient in addressing this issue.

The Bureau Chief commented on the timeline of the project. He stated that the project cannot go forward until the Environment Impact Report (EIR) and the toxic clean up has been conducted. He observed that these actions will take approximately twelve months to complete. He stated that in the meantime, staff is meeting with the various groups involved and preparing to address this issue of the financial report which is due before the Board of Supervisors on February 20, 1991. The Executive Director added that a recommendation on the financial report will be dependent on the EIR and the toxic clean up.

Commissioner Chin requested that the Commission members and Dr. Clauss be provided with a copy of the financial report.

Dr. Claus remarked that a list of action items and completion dates would be beneficial on this and all of the Department's garage projects. He stated that the financial report on the garage is critical because it impacts other aspects of the project. And he noted that the issue of affordable housing is not favored because of the economic feasibility and time constraints.

*

Virginia Conway raised the following matters:

1. The budget would be easier to read with page numbers;
2. The Department should consider having a flea market in the Lombard Street Garage;
3. The light at Geary and Van Ness is dangerously short and needs to be retimed;
4. Little Hollywood has several traffic problems;
5. Signage is needed on El Camino del Mar Drive for directions to I-280.

*

Pam Spich, a San Francisco General Hospital employee, addressed the Commission concerning the new parking facility. She stated that the employees of the Hospital are interested in avoiding a parking crisis that is likely to occur when the Mental Health facility is built on the present

employee parking lot. She added that the employees and neighbors are looking for a "good faith effort" from the Department that would ensure the progress of the project.

Chair remarked that staff is working on the project expeditiously and requested the patience of Hospital employees. The Chair also noted that the use of public transit and carpooling would be helpful when the present garage is closed.

Commissioner Chin commended DPT staff for their efforts on the project and stated that staff has provided timely and consistent information on this project.

NEW BUSINESS

Resolution Approving and Adopting Golden Gate Garage Lease and Bid Documents

This item has been rescheduled for hearing at the March 19, 1991 Commission meeting.

Resolution No. 91-38 Approving and Adopting Hall of Justice Plaza Parking Lot Legal Documents and Recommending Authorization to Lease

The Assistant Director of the Parking Authority briefed the Commission on the Resolution. He reported that the PTC has the responsibility of overseeing management of the Hall of Justice Plaza parking lot and are therefore responsible for the processing of the legal documents. He stated that staff recommends adoption and approval of the Form of Invitation for Bids, Form of Bid, Form of Questionnaire and Form of Lease. If approved, the Board of Supervisors will be requested to adopt and approve the documents and authorize the lease.

Commissioner Chin pointed out a typographical error on page 3 of the lease document. The fee for attendant parking should be changed from $3.50 per hour to $3.00 per hour.

Commissioner Quaranta was absent from the meeting but had requested that the Assistant Director of the Parking Authority raise two issues regarding the lease. He suggested: (1) the removal of reference to Maintenance Fund on Page 8 of the lease noting that there is no maintenance fund in this lease. (2) the review of Charter Section 7.204, as

referenced in Section 36 of the lease. This provision states that "any person performing labor under the execution of this contract has to be a United States citizen." Commissioner Singh also indicated his concern to the Assistant Director prior to the meeting. The other members voiced their concern regarding the matter.

The City Attorney addressed the issue. He gave a brief history on Charter Section 7.204 and noted his opinion that the provision is unconstitutional because it denies equal protection. He stated that Section 36, Tenants Working Conditions, indicates that the "tenant shall comply with Section 7.204 of the Administrative Code Section relating to the maximum hours of work of persons performing labor and the payment of highest general prevailing rates." He pointed out that there is no reference in that statement to a person being a citizen. He, therefore, concluded that 7.204 does not apply in this instance. He noted that the conclusion regarding the unconstitutionality of this matter does not give the Commission the right to amend the Section by deleting it from the text. He also noted that it would be contrary to the Charter to make any other provision.

*

Commissioner Chin inquired about Page 4, Paragraph 7b which dictates on what basis the lessee may seek an increase in the rates. He noted that a provision of the lease states that requests for rate increases may bypass the PTC and go directly to the Board of Supervisors. Commissioner Grosboll also noted that the lease indicates that regular hours of operation must be authorized by the Board of Supervisors.

The members discussed the matter and concluded that Commission review of rate and hour changes be added as a requirement to the lease.

Commissioner Grosboll motioned to change language in the lease to read: "changes in regular hours of operation must be authorized by the Parking and Traffic Commission and the Board of Supervisors." Commissioner Chin seconded the motion.

VOTE: AYES - Members Chin, Grosboll and Melara
EXCUSED - Members Quaranta and Singh

The City Attorney tried to persuade the Commission against the motion. He stated that the motion is contrary to the law of the City. The members discussed the matter and opined that the motion was not in violation of the law of the City.

*

Commissioner Chin inquired about Paragraph 26, the Holdover Provision. It states that in the event of a holdover, Paragraph 4, Minimum Rent, would take effect. The Commissioner questioned if the percentage rent could be changed to a flat rent. The City Attorney advised against it.

*

Commissioner Chin inquired about Paragraph 27, first sentence, regarding early termination of the lease. He requested and the Commission agreed to change the language to read: "termination by landlord or tenant and cancelling party will be terminating party."

On motion of Commissioner Chin, seconded by Commission Grosboll, Resolution No. 91-38 was adopted with the changes indicated above.

VOTE: AYES - Members Chin, Grosboll and Melara
EXCUSED - Members Quaranta and Chin

*

The meeting broke at 3:05 p.m. and reconvened at 3:10 p.m.

*

Resolution No. 91-39 Approving and Adopting the Union Square Garage Legal Documents and Recommending Authorization to Lease

The Assistant Director of the Parking Authority briefed the Commission on the Resolution. He stated that staff recommends that the Commission approve the Form of Invitation for Bids, Form of Bid, Form of Questionnaire and Form of Lease. Upon approval by staff, the Board of Supervisors will be requested to adopt and approve the documents and authorize the lease of the property. The Assistant Director noted that the Garage is under the jurisdiction of the Recreation and Park Department; however, the Department of Parking and Traffic has the responsibility for managing the facility.

On motion of Commissioner Grosboll, seconded by Commissioner Chin, Resolution No. 91-39 was approved.

VOTE: AYES - Members Chin, Grosboll and Melara
EXCUSED - Members Quaranta and Singh

Commissioner Chin inquired about the four parking spaces that are reserved for the Recreation and Park Department use. Ernie Prindle, of the Recreation and Park Department, responded to the Commissioner stating that the spaces are reserved for maintenance vehicles that are used during the day and remain in the lot overnight.

Commissioner Chin inquired about Item #2, parking permits for the Recreation and Park Department. Mr. Prindle explained that the permits are for use by the Recreation and Park Department staff and other maintenance personnel during Recreation and Park Department-monitored events at Union Square.

Commissioner Chin noted that while DPT manages the parking facility, the revenue from the facility goes to the Recreation and Park Department. The Commissioner asked if there has been any discussion regarding the reimbursement of DPT for performing management activities. The Executive Director stated that there have been several discussions regarding this matter. She stated that there is a City Attorney opinion that the Department should be able to recoup administrative costs by the language of Prop D. This matter will be included in the Memorandum of Understanding between DPT and the Recreation and Park Department.

Commissioner Chin inquired about the matter of late payment as described on Page 3 of the lease. The lease states that if rent is unpaid for 10 days, the operator is subject to a late charge. The Commissioner observed that rent is due on the 5th of the month giving the operator a built in grace period of 5 days. If an additional 10 day period is added, he opined that the operator is given a 15 day grace period.

The members discussed the issue and Commissioner Grosboll motioned to amend his original motion thereby approving the Resolution but changing the wording of Paragraph 4 to indicate that any payment received after 5 days of grace period is subject to a 10 percent charge. The motion was seconded by Commissioner Chin.

VOTE: AYES - Members Chin, Grosboll and Melara
EXCUSED - Members Quaranta and Singh

A second amendment to the motion was proposed by Commissioner Grosboll whereby wording would be added to the lease in the third paragraph of Section 7 indicating that "changes in

regular hours of operation must be authorized by the Parking and Traffic Commission and the Board of Supervisors." Commissioner Chin seconded the motion.

VOTE: AYES - Members Chin, Grosboll and Melara
EXCUSED - Members Quaranta and Singh

Commissioner Chin inquired about the communication installation referred to in Paragraph 8, Page 5. Mr. Prindle stated that the installation will allow for outside electrical and telephone access during events at Union Square. This is at no cost to the tenant.

Commissioner Chin inquired about graffiti removal in Paragraph 7. Mr. Prindle explained that the operator has a agreement with a private contractor to remove graffiti at Union Square Plaza. This is an obligation on the part of the tenant and is at no cost to the City.

Commissioner Chin inquired about Paragraph 25, Page 11, late payment damages. The members discussed the matter and agreed that 10 days is an appropriate time in which to institute damages as stated in Paragraph 25a.

Commissioner Chin suggested that the holdover issue be changed as recommended in the Resolution 91-38. He raised the question of Administrative Code 7.204 again. After discussion between staff and the City Attorney, it was agreed to include the following parenthetical statment: "excluding the provision requiring citizenship."

Commissioner Grosboll inquired about monthly parking in the Garage. He asked how many monthly permits are held, who uses the monthly permits and if the $275 charge is market rate. Mr. Prindle stated that there are 70 monthly permit holders at present. These permit holders are employees, shop owners and hotel personnel in the area. Mr. Prindle stated that he was of the opinion that the monthly charge is market rate.

Commissioner Grosboll asked if the DPT would have the authority to use the elevators in the garage for promotional material or advertising. The Assistant Director of the Parking Authority stated that the matter could be addressed in the Memorandum of Understanding and comments could be solicited from the Recreation and Park Department. Mr. Prindle noted that selling advertising on Park property may be prohibited. He noted Candlestick Park as the only exception.

The Chair recommended that in the future, all leases include language concerning the MBE/WBE/LBE ordinance.

The Executive Director suggested that all of the City leases include language that has been adopted concerning grace periods. The Commission agreed. Commissioner Grosboll motioned. Commissioner Chin seconded the motion.

VOTE: AYES - Members. Chin, Grosboll and Melara
EXCUSED - Members Quaranta and Singh

*

Resolution 91-40 - Supplemental Request for Transfer of Function from the Police Department

The Police Department has requested that the Department of Parking and Traffic assume total responsibility for responding to all neighborhood parking violation complaints effective March 15, 1991. Staff recommended approval of a Supplemental Appropriation request in the amount of $530,566 for 25 additional Parking Control Officers and related equipment and operating expenses.

The Executive Director requested that the Resolution be admended to read "Not to Exceed $530,566." She explained that the Supplemental Request may be less than $530,566. The members agreed.

The Executive Director noted that the current Civil Service list for Parking Control Officers has been exausted and noted that that Department is planning to hire persons on a temporary basis until the new examination is scheduled.

Commissioner Chin inquired about recruitment efforts in the minority community. The Executive Director stated that the Department is working with the City's Equal Employment Opportunity Office.

The Chair offered to provide the Department with a list of community agencies that might be good resources for hiring.

Commissioner Grosboll noted that the City is incurring a significant expense as a result of the transfer. He stated that a July 1 transfer would have been preferable.

Commissioner Grosboll asked how it was determined to hire 25 additional Officers. The Executive Director replied that this number is based on the data that was supplied to DPT by the Police Department.

Commissioner Grosboll asked that the new Officers would be able to transfer duties within the Enforcement Division. The Executive Director responded Yes.

On motion of Commissioner Chin, seconded by Commissioner Grosboll, Resolution 91-40 was approved. The wording of the Resolution will be changed to read, "not to exceed $530,566."

VOTE: AYES - Members Chin, Grosboll and Melara
EXCUSED - Members Quaranta and Singh.

ADJOURNMENT

Thereupon the meeting adjourned at 3:48 p.m.

RECONVENE
SPECIAL MEETING OF THE SAN FRANCISCO PARKING AUTHORITY

The Chairman called the meeting to order at 3:49 p.m.

ROLL CALL

The roll call indicated Quorum present.

ADOPTION OF THE MINUTES

Minutes of the January 15, 1991 will voted upon at the next meeting of the Commission.

PUBLIC COMMENTS

There were no public comments.

NEW BUSINESS

Resolution No. 91-1158 Recommending that the Board of Supervisors Approve a Commercial Lease with Harry Leung, Parcel 1, on the North Pedestrian Mall

The Assistant Director of the Parking Authority briefed the Commission on the Resolution. Staff requested that Commission approval of a lease for a news and gift stand on the North Pedestrian Mall of the Moscone Center Garage.

Commissioner Chin noted that language in the lease should be changed to reflect the Commission's decision on late charges.

The Executive Director noted her concern with the issue of free lease time. Mr. Gardner, of the Department of Real

Estate, stated that the situations are reviewed on a case-by-case basis and noted that the Department has encountered difficulties in renting the property.

On motion of Commissioner Grosboll, seconded by Commissioner Chin, Resolution No. 91-1158 was approved.

VOTE: AYES - Members Chin, Grosboll, Melara
EXCUSED - Members Quaranta and Singh

ADJOURNMENT

Thereupon the meeting adjourned at 4:05p.m.

Respectfully submitted,

Renee Faison
Acting Commission Secretary

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OF THE CITY AND COUNTY OF SAN FRANCISCO

PARKING AND TRAFFIC COMMISSION

25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

ART AGNOS, Mayor
RINA CUTLER, Executive Director

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NOTICE

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION
SPECIAL MEETING OF THE SAN FRANCISCO PARKING AUTHORITY

Tuesday, March 5, 1991
1:30 p.m.

Room 282, City Hall
San Francisco, California

AGENDA

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION

1. ROLL CALL

2. ADOPTION OF THE MINUTES

   Regular Meeting of the Parking and Traffic Commission held on February 19, 1991

3. CITY ATTORNEY'S REPORT

4. DIRECTOR'S REPORT

5. COMMISSIONERS' QUESTIONS AND MATTERS

6. PUBLIC COMMENT

   The public may address the Parking and Traffic Commission on any matter within the jurisdiction of the Commission. This should not relate to any item on this agenda since public comment will be taken as each agenda item is discussed. The Chair requests that each person addressing the Commission limit herself/himself to five minutes.

7. NEW BUSINESS

   a. Staff Report on Meters
   b. Update on Minority Representation on Boards of City Nonprofit Parking Facilities

8. ADJOURNMENT

RECONVENE
SPECIAL MEETING OF THE SAN FRANCISCO PARKING AUTHORITY

(Continued on Back of Page)

1. ROLL CALL

2. ADOPTION OF THE MINUTES

Special Meetings of the San Francisco Parking Authority held on January 15, 1991 and February 19, 1991

3. PUBLIC COMMENT

4. EXECUTIVE SESSION

a. Acquisition of Property at 735 Vallejo Street

5. ADJOURNMENT

PARKING AND TRAFFIC COMMISSION

March 5, 1991

The Minutes of this meeting are missing.

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OF THE CITY AND COUNTY OF SAN FRANCISCO

PARKING AND TRAFFIC COMMISSION

25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

ART AGNOS, Mayor
RINA CUTLER, Executive Director

NOTICE
REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION
SPECIAL MEETING OF THE SAN FRANCISCO PARKING AUTHORITY

Tuesday, March 19, 1991
30 p.m.

Room 282, City Hall
San Francisco, California

AGENDA
REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION

1. ROLL CALL

2. ADOPTION OF THE MINUTES

Regular Meeting of the Parking and Traffic Commission held on March 5, 1991

3. CITY ATTORNEY'S REPORT

4. DIRECTOR'S REPORT

5. COMMISSIONERS' QUESTIONS AND MATTERS

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6. PUBLIC COMMENT

The public may address the Parking and Traffic Commission on any matter within the jurisdiction of the Commission. This should not relate to any item on this agenda since public comment will be taken as each agenda item is discussed. The Chair requests that each person addressing the Commission limit herself/himself to five minutes.

7. NEW BUSINESS

a. Ellis-O'Farrell Garage
   1. Approval of Seismic Upgrade and Expansion Project and Related Financing Plan
   2. Approval and Recommendation to the Board of Supervisors of a New Lease Between the City of San Francisco and the City of San Francisco Ellis O'Farrell Parking Corporation
   3. Approval of Schematic Design Plans for the Project

b. Resolution Approving Golden Gate Garage Lease Form and Bidding Documents

c. Presentation of Commendation to Commissioner Darshan Singh for Excellent Service as Former Chairman of the Department of Parking and Traffic

8. ADJOURNMENT

OF THE CITY AND COUNTY OF SAN FRANCISCO

PARKING AND TRAFFIC COMMISSION

25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

ART AGNOS, Mayor
RINA CUTLER, Executive Director

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MEETING REPORT

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION

Tuesday, March 19, 1991
1:30 p.m.
City Hall, Room 282
San Francisco, California

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PRESENT:

Commissioners: Sonia Melara, Chair
Angelo Quaranta, Vice Chair
Dick Grosboll
Darshan Singh

Staff: Rina Cutler, Executive Director
Tim Johnson, Bureau Chief
Phil Chin, Director, Parking Authority
Kevin Hagerty, Assistant Director, Parking Authority
Julian Hultgren, Deputy City Attorney
Renee Faison, Acting Commission Secretary

Guests: Richard Guynn, Sutter-Stockton Garage
Dick Dole, Ellis-O'Farrell Garage, Japan Center Garage
Francis J. Clauss, S.F. Resident
Rella Rosboro, Charles A. Bell Securities
Herm Zelles, Ellis-O'Farrell Garage
Mark Brunner, Ellis-O'Farrell Garage
Russ Presting, S.E. Onorato Garages
Russell Keil, Ellis-O'Farrell Garage

EXCUSED:

Commissioner: Arnold Chin

The Chairman called the meeting to order at 1:35 p.m.

ROLL CALL

The roll call indicated Quorum present.

ADOPTION OF MINUTES

On motion of Commissioner Quaranta, seconded by Commissioner Singh, the Minutes of the Regular Meeting of the PTC held on March 5, 1991 were approved as drafted.

VOTE: AYES: Members Melara, Quaranta and Singh
EXCUSED: Member Chin
ABSTAIN: Member Grosboll

CITY ATTORNEY'S REPORT

The City Attorney had nothing to report.

PUBLIC COMMENTS

Dr. Francis Clauss, a resident of San Francisco, addressed the Commission concerning two matters: (1) the parking on Kansas Street between 23rd and 26th Streets, and (2) mixed use of the proposed San Francisco General Hospital parking facility. Dr. Clauss reported that he was in attendance at the Department of Parking and Traffic's recent Public Hearing in which discussion was held concerning 90 degree angle parking along the West side of Kansas Street between 23rd and 26th Streets. He stated that he was pleased with the action and will be contacting various associations and neighborhood groups to encourage expression of opinions.

Concerning the San Francisco General Hospital parking facility, Dr. Clauss suggested housing medical offices in the front of the building. He opined that the medical offices would subsidize the operation of the Garage, provide a needed service to the area and improve the facade of the building.

*

Commissioner Grosboll questioned Dr. Clauss concerning the loss of parking spaces within the Garage that would be substitued with office space. Dr. Clauss responded that he is more concerned about the community's response to such a massive facility and predicted that the community may ask for a scaling down of the project. He also indicated that if the amount of office space is restricted, a minimum number of parking spaces would be lost.

Commissioner Grosboll noted that affordable housing may be considered as a mixed use with the Garage. Dr. Clauss responded that affordable housing would not generate income for the Garage as would the medical offices.

DIRECTOR'S REPORT

The Executive Director had no Departmental business to report but reminded the Commission that the filing date is April 1, 1991 for the Statement of Economic Interest.

COMMISSIONERS' QUESTIONS AND COMMENTS

Commissioner Grosboll inquired about the status of ongoing Departmental projects. He remarked that it is "troubling" that the Ellis-O'Farrell project has been pending for several years.

The Executive Director strongly concurred with the Commissioner. She stated that upon taking office, she discovered two Parking Authority projects which had been pending for approximately ten years -- Ellis-O'Farrell and Fifth-Mission Garages. The Director stated that staff is attempting to move those projects forward and bring them to closure during this fiscal year.

Commissioner Grosboll inquired about the status of the Fifth and Mission project. The Executive Director reported that the Garage's financing recommendations are being discussed. The project will be brought before the Commission in June, 1991.

The Executive Director reported briefly on other pending projects. They are the Vallejo/Churchill, Bush/Polk, California/Steiner and San Francisco General Hospital parking facilities.

Commissioner Singh inquired about the Pierce Street Garage and its time of closure. The Executive Director replied that the Pierce Street Garage is a metered facility. There is access to the Garage 24 hours a day; however, meters are only in effect until 6:00 p.m.

Commissioner Singh asked if it would be possible to extend the meter hours of the Garage until 9:00 p.m. noting that the majority of businesses in the area are open until that hour. The Director stated that she is very supportive of the idea and indicated that the merchants in the area would have to be canvassed to determine the public support.

Commissioner Singh inquired about the turnover of the Pierce Street Garage. The Executive Director stated that she will conduct a turnover study and agendized the item for future Commission discussion.

NEW BUSINESS

Resolution No. 91-41 (1) Approving Seismic Upgrade and Expansion Project and Related Financing Plan; and (2) Recommending the Board of Supervisors Approve a New Lease Between the City of San Francisco and The City of San Francisco Ellis-O'Farrell Parking Corporation

Resolution No. 91-42 Approving Schematic Design Plans for the Ellis-O'Farrell Garage

The Members agreed to segment the discussion on the Ellis-O'Farrell Garage and vote on each portion of the project individually.

Commissioner Singh motioned to approve the seismic upgrade, expansion of the project and related financing plan of the Ellis-O'Farrell Garage. Commissioner Quaranta seconded the motion.

The Assistant Director of the Parking Authority briefed the Commission on the project. In his remarks, he noted data concerning the Garage as described in the attached fact sheet (Exhibit A). He described the damage suffered to the Garage during the 1989 Earthquake and stated that the proposed project would seismically upgrade the building. He stated that the transient volume of the Garage has decreased over previous years. The reasons for the decrease are the shift of parking to the South of Market area, the opening of the San Francisco Shopping Centre, the 1989 Earthquake, and the recent downturn in the economy. He described a study conducted by Barton-Aschman Associates, Inc. which has concluded that the transient demand of the Garage will increase in the future. The study states that the increase will be due to activities in the Yerba Buena Garden Project, the expansion of the Convention Center facilities, the improvement in the economy, and increased functions at the nearby hotels.

The Assistant Director noted that the Ellis-O'Farrell Corporation requires no financial commitment on the part of the City. The financing of the Garage requires that the City agrees: (1) to provide the Corporation with a new lease, (2) to increase the parking rates, and (3) to provide a 25 percent increase in gross revenues. The financing plan has been reviewed by and has the support of the Department's financial advisors, the Bond Counsel, and various Departments of the City government.

*

After discussion, the Commission agreed to consolidate the vote on the two Ellis-O'Farrell Garage Resolutions.

Commissioner Singh modified his motion. He moved that Resolutions 91-41 and 91-42 be approved. Commissioner Quaranta seconded the motion.

There was no public comment and no opposition to the project.

The Commissioners comments and questions concerning the Resolutions were as follows:

Commissioner Grosboll inquired about the effect of the Garage expansion on local businesses in the area. Dick Dole, attorney representing the Ellis-O'Farrell Garage, replied stating that there is no oposition to the project. He noted that the long delays during 1986 to 1989 were primarily due to traffic concerns and the perceived environmental opposition. He reported that a Negative Declaration has been issued on the project and all traffic concerns have been resolved.

Commissioner Grosboll remarked about the continued decrease in patronage and noted his concern regarding the potential loss of Garage revenue. Russell Keil, Jr., Ellis-O'Farrell Board member addressed the Commissioner's concerns. He stated that the request to expand the Garage was initiated 8 years ago. He noted that, even with the downturn in the economy, the number of transient parkers has increased from 8 years ago. Mr. Keil also noted the continued requests from merchants for reasonably priced, short-term, retail-oriented parking in the area.

Commissioner Grosboll asked what the result would be if sufficent funds were not raised to pay for the revenue bonds. Mr. Keil replied that the Garage will generate sufficient funds to pay for the bonds. He stated that additional revenue will be generated by the rate change in the Garage and there is a 1.5 percent coverage for the Garage.

The Executive Director addressed the Commission concerning the traffic goals for the area. She reported that the Department is attempting to move commercial and non-commercial traffic more efficiently. She stated that the additional off street parking would assist in the control of traffic. She noted that the area's merchants and the Union Square Association are supportive of the additional off street parking.

Commissioner Grosboll asked if the expansion will satisfy the goals in that area for the next ten years and questioned what the expansion will achieve. Mr. Keil remarked that the expansion addresses a specific immediate need for short-term parking. He stated that the Garage was constructed in the 1950s and the expansion will build the Garage to maximum capacity. The Assistant Director of the Parking Authority agreed with Mr. Keil and stated that staff views the Garage expansion as a means to fulfill the City's obligation to provide a reasonable amount of short-term parking in addition to facilitating the flow of traffic.

The Chair commented on her support for the project. She noted that parking at the hotels in the area is expensive and suggested that advertisement be placed in the hotels to inform people of the affordable parking at the Ellis-O'Farrell Garage. The Chair also noted her concern regarding the raising of sufficient funds to pay for the revenue bonds.

The Chair noted that the lease lacked provisions concerning the requirement to implement nondiscriminatory selection processes. She suggested that provisions concerning the City's policy on minority, women and local business enterprises be included in the lease. Commissioner Grosboll asked Mr. Dole if he objected to including those provisions in the lease. Mr. Dole stated that he had no objections. City Attorney Robert Kenealey stated that the Parking Authority is not ruled by the City ordinances. He noted, however, that the Authority requests that nonprofit corporations comply with the City requirements.

City Attorney Hultgren stated that Page 21, Section 23 of the lease includes a nondiscrimination provision. He noted that Sections 12b and 12c of the Administrative Code are incorporated in Section 23 of the lease. The Chair noted her concern that the language within that section does not make specific reference to minority, women and local business enterprises. The Executive Director suggested adding an addendum to the lease that would include the language the Chair has recommended. The Commission agreed.

Commissioner Grosboll asked for clarification regarding the $1.00 provision and remarked that the language in the lease that refers to the revenue which the City will receive from the nonprofit garage is not clearly expressed. Mr. Dole stated that the City will receive 85 percent of excess revenue. He noted that 15 percent of the revenue goes into reserve funds to meet ordinary maintenance and capital costs of the Garage.

The Assistant Director of the Parking Authority explained that the $1.00 provision is a token amount that provides a consideration for the leasing of the Garage. He noted that the Garage will generate approximately $316,000 and $1.2 million in excess revenues. He stated that although there is not specific language in the lease regarding the revenue to be provided to the City, the matter is being discussed.

Commissioner Grosboll asked Mr. Dole to explain his understanding regarding the amount of revenue the City will receive in excess of expenses generated by the Garage. Mr. Dole stated that his understanding is that 15 percent of any excess will be withheld by the Corporation until a reserve of $500,000 has been obtained. Mr. Dole noted that the nonprofit is willing and committed to turn over the excess revenue to the City.

The Executive Director noted that a determination has not been made regarding the disposition of the revenue into the General Fund or the Off-Street Fund. The Assistant Director of the Parking Authority stated that the Mayor's Office and the Board of Supervisors are entrusted with the decision making regarding the disposition of this revenue. Commissioner Grosboll opined that the Commission should make the final determination on matters that are within its jurisdiction. After discussion, it was decided to place the matter on a future agenda for further review.

The Chair called for a vote on Resolutions No. 91-41 and 91-42.

VOTE: AYES - Members Grosboll, Melara, Quaranta and Singh
EXCUSED - Member Chin

Commissioner Grosboll thanked Dick Dole and the Assistant Director of the Parking Authority for their hard work.

*

Resolution No. 91-43 Approving Golden Gateway Garage Lease Form and Bidding Documents

Commissioner Singh motioned to approve Resolution No. 91-43. Commissioner Quaranta seconded the motion.

The Assistant Director of the Parking Authority briefed the Commission on the project and noted that the Golden Gateway Garage lease expires at the end of July, 1991.

Commissioner Quaranta asked for an explanation of the changes in the new lease. The Assistant Director stated that the Park & Ride Program is incorporated in the new lease along with a provision to allow for elimination of the Program and recovery of set aside revenue.

VOTE: AYES - Members Grosboll, Melara, Quaranta and Singh
EXCUSED - Member Chin

*

Presentation of Commendation to Commissioner Darshan Singh

The Chair presented a commendation to Commissioner Singh for excellent service. She praised Commissioner Singh for his leadership, hard work and patience not only as the former Chair of the Parking Authority but also as the first Chairman of the Parking and Traffic Commission.

ADJOURNMENT

The meeting adjourned at 2:45 p.m.

Respectfully submitted,

Renee Faison

Renee Faison
Acting Commission Secretary

ELLIS-O'FARRELL GARAGE

Fact Sheet 2/14/91

Constructed 1957 - constructed by private parties

Non-Profit Corp. 1965 - garage acquired by E/O corp. and gifted to City subject to 50 yr. lease

Lease Expiration 2015

Capacity 912 - semi-attendant park. 105 single spaces. 687 tandem and 120 aisle parking

Ellis side - 213
O'Farrell side - 699

Size 7 parking levels + roof: 5 + roof from O'Farrell (each level includes mezzanine). 2 levels from Ellis. (Total 234,704 s.f.)

Commercial Space O'Farrell St./Arcade - 6,498 sf
Ellis St. - 5,693 sf

Expansion Spaces 326 (single and tandem park) [Total - 1,238]
376 (incl. isles) - added capacity on 2 1/2 new parking levels: 79,845 s.f. [Total - 1,238]

Demand Transient parkers fiscal year ended April 30

1974 - 373,230	1979 - 447,539	1984 - 694,100	1989 - 829,465
1975 - 399,877	1980 - 446,054	1985 - 781,619	1990 - 800,322
1976 - 437,983	1981 - 470,414	1986 - 791,931	
1977 - 434,443	1982 - 544,685	1987 - 832,657	
1978 - 437,887	1983 - 636,776	1988 - 862,574	

Project Cost/Financing

Construction Cost	$6,064,000	
Construction Contingency	305,000	
Design Contingency	553,000	
Sub-total		$6,922,000
Architectural/Engineering	565,000	
Inspection/Testing	100,000	
Costs of Issuance	200,000	
Reserve Fund	651,000	
Interest-Const. (12 mos.)	548,000	
Underwriting Discount (2%)	137,000	
Sub-total		$2,201,000
TOTAL PROJECT COST		$9,123,000
LESS:		
Contribution Surplus Fund	$2,200,000	
Interest During Const(6.5%)	373,000	
Sub-total		$2,573,000
ESTIMATED BOND ISSUANCE		$6,550,000

Bond Feasibility

Est. Annual Net Income (1993-2012)	$938,126 - $1,826,219
Annual Debt Service (8% - 24 years)	$622,000 - $ 622,000
Est. Annual Excess Income	$316,126 - $1,204,219
Est. Aver. Annual Excess Income (1993 - 2012)	***$768,889 **
Debt Coverage (1993-2012)	1.51-2.94

Expansion Assumptions New Lease To E/O Corp. To Secure Corp's Bonds
25% Rate Increase on Completion of Construction (Approx. $440,000/yr.):

hr.	1989-Pres.	[1980 Rates]	1993 W/Rate Increase	hr.	1990 Rates	[1980 Rates]	1993 W/Rate Increase
1	.75	.65	.95	5	7.50	2.55	9.40
2	1.25	1.10	1.55	6	10.50	3.10	13.15
3	2.50	1.50	3.15	7	13.50	3.65	16.85
4	4.50	2.00	5.65	24	20.00	4.50	20.00
				6pm (nite)	2.50		3.15

*Note: 80% of transient parkers (exclud. nights & Sun.) park 3 hours or less [1hr. 29% - 2hrs. 33% - 3hrs. 18%]
**Note: 1990 operating costs per car parked - $1,690,823/801,109 (trans/mo.) = $2.11 per car entering garage.
***Note: $.1667 of each $1 increase goes to City as parking tax: i.e garage revenue increase is 83.33% of a rate incr.

RFD 2/14/91

EXHIBIT A

Project History

1982-1984 -	Preliminary engineering studies (Tudor Engineering) feasibility of expansion and/or conversion to self-park. Expansion feasible: conversion to self park not feasible.
June 1984 -	Park. Author. re-affirms support for expansion. proposal requested.
Aug. 1984 -	Corp. and Park. Auth. approve $50.000 for design study including seismic analysis incident to expansion recommendations. Degenkolb Engineers employed.
Dec. 1984 -	Degenkolb recommends 2 1/2 floor addition. increase 326 spaces.
June 1985 -	Pflueger Architects employed to supervise seismic solution recommendations. Cross-bracing recommended.
Jan. 1986 -	Pflueger architects employed to prepare schematic design.
Feb. 1986 -	EIP employed to provide environmental services.
Mar. 1986 -	Environmental Evaluation Application filed. Coordinating agencies: Dept. of City Planning/Dept. of Public Works/MUNI/Transportation Policy Group
1986 - 1989 -	Traffic circulation studies mandated by above agencies.
1988 -	Ellis street parking converted from attendant park to semi-self park.
Oct. 1989 -	Earthquake with garage damage.
Jan. 1990 -	Planning recommends Neg. Dec. hearing contemporaneous with 309 C-3 dist. and open space (sec. 138) compliance hearings.
Jan. 1990 -	Financial Feasibility Study of proposed expansion prepared by Barton-Aschman Associates.
June 1990 -	Corporation enters into negotiations with Whisler-Patri to become project architect for proposed expansion.
Nov. 1990 -	Adoption of Negative Declaration
Nov. 1990 -	Commission Approval Architectural Expenditures

Project Expenditures

1985 - 1990

Design and Schematic Studies	$77.196
Environmental Studies	84.309
Planning Mandated Architectural	40.999
Permits	21.000
Traffic/Traffic Studies	33.752
Adm./Legal/Other	103.000
	$360.256

Board Members

*Russell D. Keil. President (Keil Properties)
*John J. Egan (Macy's)
*Lloyd Pflueger (Worldwide Travel - formerly Director Downtown Asso.)
*Russell D. Keil. Jr. (Keil Properties)
*Mark Brunner (Cendel - Real Estate. Business Opportunities)
*James C. Flood (Banking/Flood Building)
*Rebecca Schulz (Manager F.A.O. Schwartz)

RFD 2/14/91

OF THE CITY AND COUNTY OF SAN FRANCISCO

PARKING AND TRAFFIC COMMISSION

25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

ART AGNOS, Mayor
RINA CUTLER, Executive Director

NOTICE

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION

Tuesday, April 2, 1991
1:30 p.m.

Room 282, City Hall
San Francisco, California

AGENDA
REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION

1. ROLL CALL

2. ADOPTION OF THE MINUTES

   Regular Meeting of the Parking and Traffic Commission held on March 19, 1991

3. CITY ATTORNEY'S REPORT

4. DIRECTOR'S REPORT

5. COMMISSIONERS' QUESTIONS AND MATTERS

6. PUBLIC COMMENT

   The public may address the Parking and Traffic Commission on any matter within the jurisdiction of the Commission. This should not relate to any item on this agenda since public comment will be taken as each agenda item is discussed. The Chair requests that each person addressing the Commission limit herself/himself to five minutes.

7. NEW BUSINESS

   a. Public Hearing on Restricting Traffic to Commercial Vehicles Only on Market Street between Seventh and Eighth Streets

8. ADJOURNMENT

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OF THE CITY AND COUNTY OF SAN FRANCISCO

PARKING AND TRAFFIC COMMISSION

25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

ART AGNOS, Mayor
RINA CUTLER, Executive Director

MEETING REPORT

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION

Tuesday, April 2, 1991
1:30 p.m.
City Hall, Room 282
San Francisco, California

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PRESENT:

Commissioners: Angelo Quaranta, Acting Chair
Arnold Chin
Dick Grosboll
Darshan Singh

Staff: Rina Cutler, Executive Director
Tim Johnson, Bureau Chief
Kevin Hagerty, Assistant Director, Parking Authority
Norman Bray, City Traffic Engineer
Julian Hultgren, Deputy City Attorney
Renee Faison, Acting Commission Secretary

Guests: Thomas Raines, Nordstrom
Michael Hunt, San Francisco Shopping Centre
Francis J. Clauss, S.F. Resident
Lynn Crotto, C.H. Hittenberger Company
Norman Rolfe, San Francisco Tomorrow
David Pilpel, Sierra Club
Edward Lawson, Union Square Association
Harvey Katz, Golden Gate Bridge District
Larry Martin, Transportation Workers Union
Sam Panovich, San Francisco Resident
Barbara Taylor, KCBS Radio
Robert Lazzara, Orpheum Theatre
Patricia Newton, Dorothy Community Center
Virginia Conway, San Francisco Resident
Peter Straus, MUNI Railway

EXCUSED:

Commissioner: Sonia Melara

The Chairman called the meeting to order at 1:35 p.m.

ROLL CALL

The roll call indicated Quorum present.

ADOPTION OF MINUTES

On motion of Commissioner Grosboll, seconded by Commissioner Singh, the Minutes of the Regular Meeting of the Parking and Traffic Commission (PTC) held on March 19, 1991 were approved with the following clarifications suggested by Commissioner Grosboll:

Page 2, last paragraph, first sentence - Changed to read: "Commissioner Grosboll informed Dr. Clauss that when the matter of medical offices is raised as a mixed use for the Garage, other persons may request the consideration of affordable housing as a mixed use within the Garage."

Page 6, first paragraph - The following sentence added: "Mr. Keil added that the Garage would fulfill the City's needs in that area for at least a 10-year-period if not longer."

Page 7 - The following added at the end of the Ellis-O'Farrell Garage section: "Representatives of the architectural firm were present at the meeting to brief the Commission on the architectural design of the Garage. The Commission deferred to the staff's guidance and judgement and did not review the design."

VOTE - AYES: Members Grosboll, Quaranta and Singh
EXCUSED: Member Melara
ABSTAIN: Member Chin

CITY ATTORNEY'S REPORT

The City Attorney provided the Commission with revised leases for the Union Square and 7th/Harrison Street Garages. He explained to the Commission that the new leases incorporate changes that have been requested by the members at a previous meeting and he welcomed comments following review of the documents.

DIRECTOR'S REPORT

The Executive Director reported to the Commission on the following matters:

Mission/Bartlett Garage
At a previous meeting of the Commission, the Chair had requested the scheduling of the Mission/Bartlett Garage discussion for the April 2, 1991 meeting. However, the Chair was unable to attend the April 2 meeting and requested the discussion be rescheduled for April 16, 1991.

Boot Report
The March, 1991 Boot Report was provided to the Commission. During the month of March, 591 vehicles were booted and/or towed. The citation amount due to the City on these vehicles is $399,510.

Meter Project
The Meter Division is involved in a project at the San Francisco Zoological Park whereby a refurbished City parking meter is used for accepting coins to be donated to environmental projects. The Director exhibited a placard depicting the project to the Commission.

Letter to Supervisor Hsieh
To date, there has been no response from Supervisor Hsieh relative to a letter sent by the Commission to the Supervisor concerning remarks he made to the press about the Department of Parking and Traffic (DPT).

Proposed Development Schedule for the San Francisco General Hospital Garage
The proposed development schedule for the San Francisco General Hospital Parking Garage was prepared by DPT staff as requested in February, 1991 by the City Services Committee of the Board of Supervisors. The DPT Executive Director presented the timetable to the City Services Committee at their April 2, 1991 meeting. Supervisor Hsieh reviewed the timetable at the City Services Committee meeting and opined that the proposed three-year building period for the Garage was unacceptable. DPT staff informed the Supervisor that the proposed period is more expeditious than normal building processes conducted by the City. The DPT staff plans to meet with Supervisor Hsieh to discuss the matter further.

Project Status Report
As requested by the Commission at a previous meeting, the Executive Director provided the members with a written status report on the California/Steiner surface parking lot and the Polk/Bush Street Garage, the Ellis-O'Farrell Garage and the Fifth/Mission Garage projects.

*

The Commissioners questioned the Director concerning her Report as follows:

The Boot Report
Commissioner Grosboll asked if there has been instances whereby vehicles have been inadvertently booted due to inaccurate City records. The Director reported that two

instances have occurred. In both instances, the citations where paid to the Department of Motor Vehicles (DMV) by mail. It takes approximately two to four weeks for information to be transmitted from DMV to Municipal Court. When the booting occurred, the information had not yet been transmitted to Muncipal Court. The vehicles were recovered and the owners were not required to pay the booting fee.

Commissioner Chin requested that the Monthly Boot Report include: (1) analyses identifying the number of vehicles booted and the number administratively released due to the slow transmittal of information between DMV and Municipal Court; (2) information on the number of vehicles released following payment of citations; (3) statistics differentiating between potential revenue versus actual revenue recovered; and (4) information on the number of vehicles sold by lien sales.

Commissioner Singh inquired about the process for recovering booted vehicles. The Director explained the process stating that the individual must pay the boot fee and all parking citations at the Municipal Court in the Hall of Justice between hours of 8:30 a.m. and 4:30 p.m. Monday through Friday. After the boot fee and citations have been paid, Municipal Court will issue a receipt for the release of the vehicle that should be taken to Room 154 at the Hall of Justice. If the vehicle has been booted and towed, the vehicle can be recovered at City Tow located at 1475 Mission Street. The individual will be required to pay towing and storage fees in addition to the boot fee.

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Project Status Report

Commissioner Grosboll requested that staff prepare quarterly reports to the Commission on the status of projects.

Regarding the California/Steiner Parking Lot, Commissioner Grosboll asked if the December date for "substantial" completion of the construction is December, 1991 or December, 1992. The Assistant Director of the Parking Authority replied that the date is December, 1991.

Regarding the Ellis-O'Farrell Garage, Commissioner Grosboll asked if the two-month period between the bond sale and the beginning of construction is a typical lapse of time. The Assistant Director replied that in this instance, the period between the bond sale and construction is longer than typical. He explained that allowances were made for the 1991 Holiday shopping season which occurs during that time.

Commissioner Grosboll asked if the starting date for construction of the Polk/Bush Garage is on schedule. The Assistant Director replied that the construction will begin on schedule in May, 1991 and will take approximately 14 months to complete.

Commissioner Chin inquired about the construction period noting that at a previous Commission meeting, the Polk/Bush contractor had indicated that the construction period would take 12 months. The Assistant Director stated that the contract indicates a 14-month construction period; however, he acknowledged that the contractor had indicated that the Garage would be completed in 12 months.

COMMISSIONERS' QUESTIONS AND MATTERS

Commissioner Grosboll requested a status report on the transfer of duties from the Police Department to the DPT. The Director reported that the responsibilities for enforcement of driveway blocking and neighborhood parking violations are pending transfer to DPT from the Police Department. A Supplemental Appropriations request for 25 Parking Control Officers to assist in the responsibilities has been submitted to the Budget Office. However, to date that request has not been signed.

Commissioner Chin asked if there will be public education following the transfer of responsibilities to notify persons not to call the 911 for driveway blocking and neighhorhood parking violation complaints. The Director replied that the Police Department's 911 number is not used for calls concerning these matters. The telephone number presently in use for these matters is 553-0123. She stated that discussions are being held regarding the possibility of retaining this telephone number following the transfer to avoid public confusion.

PUBLIC COMMENTS

Dr. Francis Clauss, a San Francisco resident, addressed the Commission concerning the staff's timetable for the San Francisco General Hospital Parking Garage. He stated that the timetable for construction of the Garage is unacceptable and noted that Supervisors Hsieh and Achtenberg, as well as the residents of the neighborhood, have concerns regarding the plan. He stated that the Mayor has provided support for the program and has recommended that the project be placed on the "fast track." Dr. Clauss stated that he assumed the affordable housing issue had been finalized and suggested an early resolution be made on the matter.

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Commissioner Grosboll noted the clarification made earlier in the meeting concerning his March 19 remarks on the affordable housing issue. He indicated that once Dr. Clauss raises the issue of medical offices as a mixed use in the facility, the door is opened for discussionn of other uses for the facility.

Commissioner Grosboll complimented the staff on the timetable for the Garage. He asked when the following matters will be brought before the Commission: approval for the Garage, approval of the size of the Garage and discussion of mixed use of the Garage. The Bureau Chief addressed the Commissioner. He stated that the financial feasibility study will address the issue of mixed use, potential size, functions of demands and level of rates. He reported that the matters will come before Commission no later than October, 1991 with the results of that study. The Executive Director added that a resolution will be brought before the Commission on April 16, 1991 requesting approval of a Supplemental Appropriation for design services of the parking facility.

Commissioner Grosboll observed that one year of the timetable includes matters that are beyond the staff and Commission's control -- the EIR and the Planning Department approvals. The Executive Director agreed and stated that in its current form, the parking facility timetable is expeditious. She noted that the staff will review the timetable continuously and will modify it when it is necessary.

Commissioner Chin requested a status report on his January, 1991 request in which he asked staff to investigate the feasibility of using the Garage construction site temporarily during the toxic cleanup to ease the parking problems in the neighborhood. The Bureau Chief replied that staff is attempting to address the issue of parking in the neighborhood by proposing perpendicular parking on nearby Kansas Street between 23rd and 26th Streets. He stated the Department of Public Health has advised the staff that during the toxic cleanup, they would prefer not to have vehicles on the site for liability purposes but staff will pursue the issue further. The Bureau Chief also noted that the San Francisco General Hospital Administration is attempting to approve van pooling services, ride sharing and other programs to reduce the number of vehicles parking in the neighborhood.

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David Pilpel, resident of San Francisco, address the Commission. He asked:

(1) if the Departmental organizational chart had been revised;
(2) for an explanation of the Enforcement Liaison's position; and
(3) if the temporary barrier at the intersection of Crestlake and Sloat Boulevard will be replaced.

The Executive Director responded to questions one and two. She stated that the organizational chart is current and noted that the Enforcement Liaison is on loan to the Department of Parking and Traffic (DPT) from the United Parcel Service on a management loan program. Regarding the barrier on Crestlake Street, the City Traffic Engineer reported that the temporary barrier will be replaced with a permanent one when the capital funds are secured.

Mr. Pilpel also stated that he is looking forward to the DPT pamphlet that will explain the process for traffic changes as described in the Departmental Budget document. He requested an earlier mailing be made of the International Staff Committee on Traffic and Transportation (ISCOTT) agendas. He complained that the agendas are mailed the day before the meeting thereby making it difficult to address issues. Lastly, Mr. Pilpel requested that the Commission Secretary make copies of the 1957 Report on Street Transportation for the Commission. He noted that many of the issues discussed in the report are timely.

*

Public Hearing Concerning the Restriction of Traffic to Commercial Vehicles Only on Market Street Between Seventh and Eighth Streets

The City Traffic Engineer briefed the Commission on the matter. He described the key findings on the issue as indicated in the attached memorandum written by Jerry Robbins of the DPT staff (Exhibit A).

The Commission members questioned staff as follows:

Commissioner Chin observed that traffic will be diverted westbound from Market Street to McAllister Street. He asked if a traffic light is planned for the intersection on McAllister Street. The City Traffic Engineer replied that no traffic signal is planned for the intersection at this time.

Commissioner Chin asked what the cost of a traffic signal would be. The City Traffic Engineer responded that the cost would be approximately $70,000.

Commissioner Singh asked if funds were available for new traffic signals. The City Traffic Engineer replied that funds are not available at this time.

Commissioner Grosboll asked if there would be a problem with allowing disabled individuals access to the proposed restricted area of Market Street. The City Traffic Engineer stated that he perceives no problem in allowing an exception for disabled individuals.

Commissioner Grosboll asked if increased revenue is needed in order to implement the plan. The Executive Director replied that there will be no increased budget request made to the Board of Supervisors. She noted that the only expense to the Department will be the cost of signage.

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The City Traffic Engineer provided revised figures for the cost of a Police officer to be located exclusively at the restricted area. He stated that enforcement for 14 hours per day, 5 days a week would cost the City an estimated $76,000 for a six month period. Enforcement for 14 hours per day, 7 days a week would cost the City approximately $107,000.

Sgt. Torres of the Traffic Division addressed the Commission on the matter. He reported that the Police Department opposes the restriction of traffic on Market Street. He stated that the Police Department feels the "no left turn" signs on 5th, 6th and 7th Streets will be disregarded. He added that the Police Department does not have the manpower to place additional personnel on the site and noted that traffic on Mission Street would become congested.

Commissioner Quaranta asked if there were any streets on which traffic could turn left onto Market Street.
Sgt. Torres indicated that there is no sign prohibiting traffic from turning left on Mint Street which is 100 feet west of 5th Street. He suggested that a sign should be placed there in order to prevent congestion.

Commissioner Chin asked what the enforcement practice is for other restricted streets in San Francisco. Sgt. Torres cited Bay and Laguna as an example. He stated that there is no fixed-post Police officers at that location; however, the

Police Department responds to specific complaints. Commissioner Chin asked if it would be fair to implement the same type of procedure on the restricted portion of Market Street. Sgt. Torres indicated that the request would be fair.

Commissioner Grosboll stated that his calculations for a fixed post officer at the site is approximately half of what the Police Department has suggested. He also noted that, although the Department is not implementing this project to generate revenue, the revenue would be recovered if persons violate the law and citations are issued. To aid in the prevention of violations, the Commissioner recommended that a thrity day warning period be implemented prior to the restriction of traffic. He also suggested that the fine for violating the restriction be a low fine.

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Peter Straus, Director of Surface Planning for MUNI, addressed the Commission. He reported that MUNI is hoping that all of Market Street will eventually be restricted to non-commercial traffic. He stated that the present project represents a compromise of all Departments involved and will be a learning experience. He also noted the following:

-there are capital sources that can be accessed if a traffic light is deemed necessary at McAllister Street;
-MUNI's experience has indicated that well publicized street closures will cause traffic to diffuse itself and not cause particular problems on surrounding streets;
-MUNI is of the opinion that one fixed post motorcycle Police officer would provide sufficient enforcement for the area.

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Public comment on the matter followed:

Carolyn Diamond, of the Market Street Association, urged the Commission to reconsider the proposal of banning non-commercial traffic on Market Street. She stated that the ban would cause traffic difficulties, additional expenses in enforcement and would have limited benefit to MUNI. She noted that the merchants and real estate people in the area dislike the program. She indicated that the ban would have a negative "psychological value" that would ultimately prevent persons from wanting to come to Market Street. She also requested that the Commission reconsider the proposal to allow Golden Gate Transit to access Market Street.

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Edward Lawson, of the Union Square Association, opposed the proposed ban of traffic noting that there would be no great benefit from the restriction of traffic. He opined that the ban would further confuse the already confusing traffic pattern on Market Street. He stated that retail business is down and suggested that the ban would negatively impact business in San Francisco. He suggested that the Commission consider the question of what will this restriction do to business in the area. He stated that from a visual and environmental standpoint, it would be more efficient to remove MUNI from the surface of Market Street. He indicated that people would move faster on the MUNI underground and a better environment would be created without jeopardizing business in the downtown area.

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Patricia Newton, of the Dorothy Day Community Center, addressed the Commission. She reported that the tenants of the Dorothy Day Community Center and the residents of the Civic Center area are not opposed to the restriction of traffic on Market Street. They are, however, opposed to the added vehicular traffic that will be diverted onto McAllister Street. She noted that the majority of tenants and residents are handicapped and/or senior citizens. She requested that signal lights be placed where stop signs are located on McAllister Street. She asked that the signal lights be timed at McAllister and Leavenworth Streets in conjunction with the lights at Market and 7th Street. She also asked that signs be placed at the intersections indicating "handicapped crossings."

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Thomas Raines, representing Nordstrom Department Store at the San Francisco Centre, opposed the restriction of traffic on Market Street. He stated that Nordstrom's customers and the Nordstrom's sales volume would be adversely affected by the traffic ban. He stated that the majority of customers use private vehicles at a rate of 3,000 - 6,000 month. He indicated that most of the customers do not live in the area and would find any traffic ban on Market Street confusing thereby further complicating traffic problems in the area.

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Michael O. Hunt, representing the landlords of the San Francisco Shopping Centre, spoke in opposition of the traffic restriction on Market Street. He stated that any decrease in traffic on Market Street will worsen the problems that

businesses are presently experiencing in the area. He stated that he has 25 years experience of working with the Police Department and opined that fixed post enforcement of the area would be costly and difficult to implement.

Robert Lazara, Manager of Orpheum Theatre, read a letter addressed to the Commission from the General Manager of the Curran, Golden Gate and Orpheum Theatres. The General Manager strongly urged the Commission not to limit traffic on Market Street noting that theatre patrons would be severely restricted in their access to the Theatre and the surrounding area. He indicated that the majority of patrons come from outside of the San Francisco area and choose private automobiles as their means of transportation. He stated that the confusion in changing traffic patterns would likely cause patrons to be late for performances. He added that handicapped and senior patrons would be denied access to the Theatre's main entrance on Market Street. He indicated that the traffic restriction would cause traffic congestion in the area and discourage the much-needed business.

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Lynn Crotto, Office Manager, C.H. Hittenberger Company, addressed the Commission. The Hittenberger Company, which is located on Market Street where the restriction will occur, provides services to handicapped individuals. Ms. Crotto stated that most of the handicapped individuals use private automobiles to access the area. She stated the the elimination of private vehicles to the area would greatly restrict the visiting patients and would impact the business.

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Norman Rolfe, representing San Francisco Tomorrow, urged the Commission to adopt the proposal to restrict traffic on Market Street. He opined that the importance of automobiles on Market Street is over exaggerated. Mr. Rolfe gave a brief history of the area. He reported that in the 1960s, a design was made for Market Street that called for the elimination of surface commercial transit on Market Street. He noted that in the 1970s the design changed to a transit thoroughfare with the support of the merchants. He noted that merchants have changed their opinion and Market Street has never become a transit throughfare.

Mr. Rolfe presented the Commission with a February, 1991 newspaper article which described parking taxes as being down and sales taxes being up. Mr. Rolfe stated that this proves

that private automobiles 'access to Market Street would not increase business. He suggested that most persons use public transit when visiting the downtown area.

Regarding enforcement, Mr. Rolfe observed that a peace Officer is not needed solely for that area.

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David Pilpel, representing the Sierra Club, spoke in support of the restriction of traffic on Market Street. He noted that the Sierra Club is in favor of a full ban of non-commercial traffic on Market Street from the Ferry Building to Van Ness Avenue. He stated that Market Street has been a dominate transit street since the late 1800s. He suggested that signals be retimed on conenecting streets to assist the flow of traffic and noted that a strong public information campaign should be emphasized.

Mr. Pilpel requested that the Commission agree to allow Golden Gate Transit on Market Street during the restricted traffic demonstration period. He noted that the restriction demonstration will remove a portion of traffic on Market Street thereby mitigating MUNIs concerns regarding traffic.

Regarding enforcement, Mr. Pilpel noted that a police station will be located in the neighborhood. He suggested that the police presence will help deter people from using the restricted portion of Market Street.

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Harvey Katch, Golden Gate Bridge District's Planner, addressed the Commission concerning Golden Gate Transit's access to Market Street. He beseeched the Commission to allow Golden Gate Transit to access Market Street. He stated that the access will provide more convenient passage to the business and shopping areas and better connections to Bart and MUNI. He stated that presently Golden Gate Transit stops at Folsom and Harrison Streets and noted that the stop is not convenient to the commercial activity of Market Street and Union Square. He stated that he has researched the matter to determine if it was in violation of any state law and none can be found. He observed that San Francisco has a "transit first" policy and noted that Golden Gate Transit is a part of the San Francisco transit scene. He indicated that many San Francisco residents ride a reverse commute to Marin County. He also added that the fare collection system is conducted in the North Bay in order to expedite the process.

Commissioner Singh inquired about the number of Golden Gate Transit buses that travel to and from San Francisco each day. Mr. Katch stated that eight buses an hour travel to San Francisco between 6 a.m. and midnight. During peak periods of two hours in the morning and two hours in the afternoon, twice the number of buses are in service.

The City Attorney addressed the Commission concerning the State law application of Golden Gate Transit's usage of Market Street. He noted that a Transportation Union representative had stated at the last discussion of the Market Street issue that there is a State law that indicates that if Golden Gate Transit is given permission to use Market Street than any and every inner urban bus system would also be allowed to use Market Street. The City Attorney stated that he was unable to locate such a State law. He observed that it is his belief that the law does not exist. He noted that there are provisions in the San Francisco Police Code that relate to permission to operate inner urban buses on City streets. He explained that there are certain areas within the financial and commercial district in which inner urban buses are not permitted to operate unless the Board of Supervisors makes an exception. He also noted that the San Francisco Police Code requires that inner urban buses make application for approval and include route indication.

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Stan Panovich, representing the Odd Fellows Building on 7th and Market, addressed the Commission in opposition of the traffic restriction. He stated that the more vehicles and people in the area, the safer the area will be. He noted that the restriction would also further congest traffic because of confusion.

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Larry Martin, representing the Transportation Workers Union, spoke in opposition of allowing Golden Gate Transit on Market Street. He stated that he has been unable to find the 1970 State legislation regarding inner urban buses access to Market Street. He noted that allowing Golden Gate Transit on Market Street would confuse MUNI's #5 line. He opined that one Police officer would not be enough to patrol the area.

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Virginia Conway, resident of San Francisco, spoke in support of the traffic ban to the area and Golden Gate Transit's access to Market Street.

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The meeting recessed at 3:45 p.m. and reconvened at 3:50p.m.

Commissioner Grosboll commented that he supports the Commission's original proposal. He stated that it is the Commission's role to experiment with ways that may advance transit. He stated that what is being proposed is an experiment and, in his opinion, is a positive step that would promote transit. The Commissioner stated that the role of the Commission is to question if issues are being addressed that would promote San Francisco's "transit first" policy and less of a public reliance on automobiles. The Commissioner opined that this would address those issues. The Commissioner disagreed with the public comment that the experimental demonstration would adversely affect business or the environment in the area. He added also that there is a psychological benefit to people questioning why the Commission proposed the project.

Commissioner Singh stated that he initially voted in favor of the restriction of traffic on Market Street. He stated that now, after hearing public comment on the matter, he is not in favor of the traffic restriction.

Commissioner Chin agreed with Commissioner Grosboll. He stated that the "transit first" policy of the City permeates every Department of the City. He observed that "transit first" will improve the quality of life of the City. He noted that San Francisco has the best transportation network in the country but noted that much needs to be done because the system is far behind the international transporation networks. He concluded that he would be in favor of voting in favor of (1)supporting the demonstration project for a six month period, (2) allowing Golden Gate Transit access to Market Street, (3) not having enforcement solely for the area, and (4) allowing the handicapped sole exception to the restriction.

Commissioner Singh motioned to reconsider Resolution No. 91-37. Commissioner Quaranta seconded the motion.

The meeting recessed at 4:09 p.m. and reconvened at 4:12 p.m.

The Executive Director read a portion of the Minutes of February 5, 1991 that applied to Resolution No. 91-37. She stated that the Minutes reflect that the original motion (1) approved the "concept" of an experiment to restrict private automobile traffic between Seventh and Eighth on Market Street for a nine-month period; (2) the restriction would be for all periods of time, including weekends and evenings; and (3) would begin on July 1, 1991. The matter

of Golden Gate Transit was delayed pending the results of the demonstration.

The City Attorney counseled the members on the vote clarifying that the vote would be to reconsider the vote of February 5, 1991.

VOTE:

AYES: Members Chin, Quaranta and Singh.
NOES: Member Grosboll
EXCUSED: Member Melara

*

Commissioner Grosboll motioned to eliminate private automobiles, excluding vehicles with handicapped placards, from Market Street between Seventh and Eighth Streets for a nine-month period beginning July 1, 1991. Commissioner Chin seconded the motion for the purposes of discussion.

Commissioner Chin suggested amending the motion to add that the restricted area would be on Seventh and Eighth Streets Eastbound and on McAllister to Hyde Streets Westbound. Commissioner Grosboll accepted the amendment.

Commissioner Chin stated that he would like Golden Gate Transit to be given access to Market Street during this experimental period. He add that he would like the restriction period to be for a six-month period beginning January 2, 1992 instead of a nine-month period beginning July 1, 1991. He suggested that the hours of restriction be from 7 a.m. to 7 p.m. Monday through Friday.

Commissioner Grosboll accepted the amendment whereby the exeriment would be for a six-month period but suggested January 15, 1992 as the implementation date. He stated that the Market Street report indicated that it may be confusing to apply specific times for the restriction of traffic and suggested that times not be included in the motion. He recommended that the Golden Gate Transit matter be voted upon separately.

Commissioner Chin seconded the motion.

VOTE:

AYES: Members Chin and Grosboll
NOES: Members Quaranta and Singh
EXUSED: Member Melara

Commissioner Quaranta motioned that the previous motion be considered with the inclusion of restricting traffic during the hours of 6 a.m. to 7 p.m. Monday through Friday. Commission Chin seconded the motion.

VOTE:

AYES: Members Chin, Grosboll and Quaranta
NOES: Member Singh
EXUSED: Member Melara

Commissioner Chin motioned that from January 15, 1992 through July 15, 1992, Golden Gate Transit be authorized to access Market Street on a pilot demonstration basis. Commissioner Quaranta seconded the motion.

The City Attorney observed that it is not within the Commission's juridiction to authorize access of Golden Gate Transit to Market Street. However, the Commission may recommend access by Golden Gate Transit on Market Street. The City Attorney explained that it will be necessary for Golden Gate Transit to follow the requirements of the Police Code regarding making application. He added that acception will be needed from the Board of Supervisors if Golden Gate Transit is to access the area from Spear to Fifth Streets which is prohibited for inner urban transit.

Commissioner Chin accepted the suggestion by the City Attorney.

VOTE:

AYES: Members Chin, Quaranta and Singh
NOES: Member Grosboll
EXUSED: Member Melara

ADJOURNMENT

The meeting adjourned at 4:30 p.m.

Respectfully submitted,

Renee Faison
Acting Commission Secretary

DEPARTMENT OF PARKING AND TRAFFIC OF THE CITY AND COUNTY OF SAN FRANCISCO

25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

ART AGNOS, Mayor
RINA CUTLER, Executive Director

M E M O R A N D U M

TO: Rina Cutler

FROM: Jerry Robbins

SUBJECT: EVALUATION OF PROPOSAL TO PROHIBIT NON-COMMERCIAL TRAFFIC ON MARKET STREET BETWEEN 7TH AND 8TH STREETS.

DATE: March 28, 1991

On February 5, 1991 the Parking and Traffic Commission approved a motion to support a test prohibition of non-commercial traffic on Market Street between Seventh and Eighth Street, subject to further detailed study of this concept by the Department of Parking and Traffic staff. This memorandum responds to the Commission's request for additional detail and analysis of this one-block closure proposal.

This memorandum supplements the previously prepared report "Feasibility Study for Market Street Transit Commercial Street" prepared by the Department of Parking and Traffic, November 1990. The previous report evaluated the concept of prohibiting non-commercial traffic on Market Street between Eighth and Steuart Streets.

Project Rationale

The one-block prohibition of non-commercial traffic is viewed as a means of reducing the amount of private-vehicle traffic on Market Street through downtown San Francisco without imposing a major inconvenience for general traffic circulation east of Seventh Street. Decreasing the volume of private vehicle traffic on Market Street is seen by the project proponents as being beneficial to the operation of Municipal Railway buses on Market Street and as representative of the City's commitment to public transit.

EXHIBIT "A"

The one-block closure is designed to discourage drivers of private vehicles from using Market Street for trips to and from downtown San Francisco. By prohibiting the use of the one central block by non-commercial vehicles, it is hoped that drivers would seek alternate routes that do not require the use of Market Street.

This memorandum addresses the traffic regulations necessary to implement the one-block prohibition, the likely traffic impact in the vicinity of the prohibition; the likely impacts on traffic volumes elsewhere on Market Street; the level of enforcement needed to implement the restrictions, as well as other impacts and issues. A map of the project area is shown in Figure 1.

Traffic Restrictions

Prohibiting non-commercial traffic on the block of Market Street between Seventh and Eighth Street would require the following turn restrictions:

I. Market/Eighth/Hyde Intersection

A. All non-commercial traffic on the eastbound approach on Market Street must turn right onto southbound Eighth Street.

B. Non-commercial traffic on the southbound approach on Hyde Street may not turn left onto eastbound Market Street.

II. Market/Seventh/North Seventh Intersection

A. Non-commercial traffic on the northbound approach on Seventh Street may not turn left onto westbound Market Street.

III. Market/McAllister/Jones Intersection

A. All non-commercial traffic on the westbound approach on Market Street must turn right onto westbound McAllister Street.

B. All non-commercial traffic on southbound Jones Street must turn right onto westbound McAllister Street.

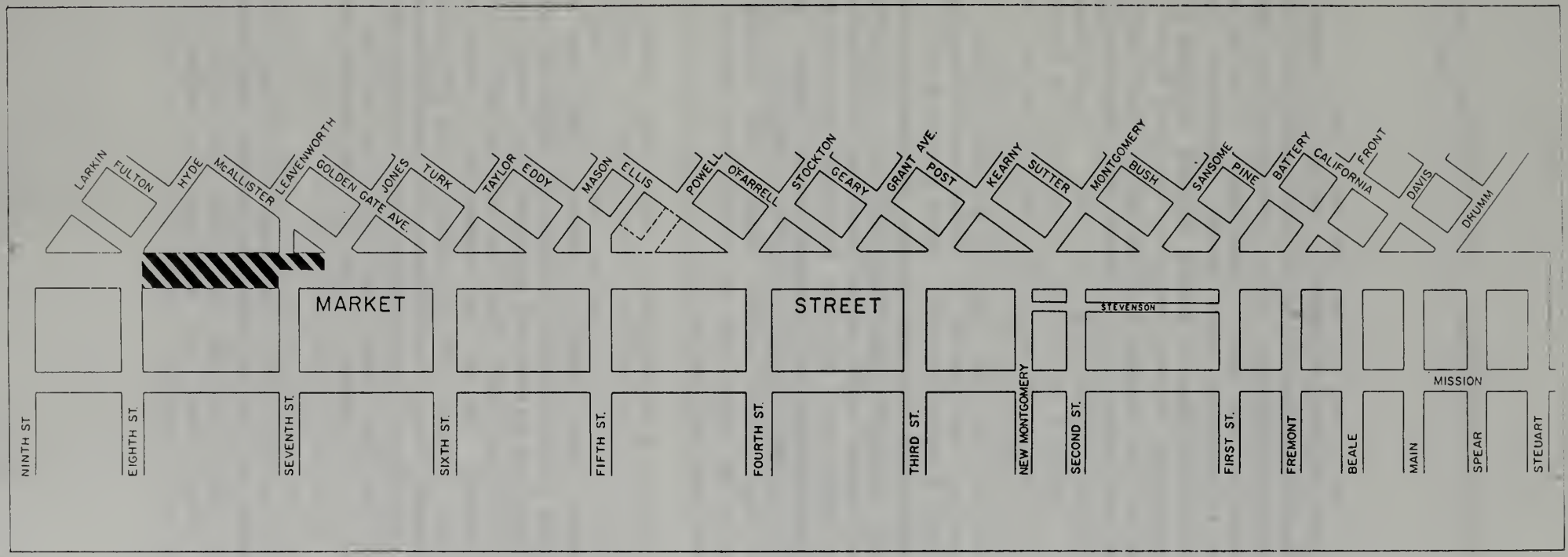

FIGURE 1

AREA OF PROPOSED ONE-BLOCK PROHIBITION TO NON-COMMERCIAL TRAFFIC

Requiring westbound Market Street traffic to leave Market Street at McAllister Street rather than at North Seventh Street is preferred in light of the sharper turn required at the North Seventh Street intersection and the presence of a Muni curb bus stop as well as a Muni island bus stop at the northeast corner of Market and North Seventh Streets. A large volume of right turning traffic from westbound Market Street onto northbound North Seventh Street could create delays for buses operating in the curb lane of westbound Market Street and make it difficult for them to reach the curb stop.

Lane Restrictions

In order to force all eastbound private vehicles on Market Street to turn right onto Eighth Street, this traffic will need to be forced into the right hand lane of Market Street in advance of the Market/Eighth/Hyde Street intersection. The could be accomplished by prohibiting private vehicles from the track line of Market Street between Ninth and Eighth Streets through signage, pavement markings and enforcement. Signage would read: "ALL NON-COMMERCIAL TRAFFIC MUST TURN RIGHT AT EIGHTH STREET". Pavement markings in the track lane would read: "BUSES AND TRUCKS ONLY". Similar treatments would be required on westbound Market Street between Sixth and Seventh Streets.

Traffic Impacts

In order to assess the traffic impacts of the proposed Seventh-to-Eighth Street prohibition, existing traffic volumes on this block were reassigned to alternate routes. All eastbound non-commercial traffic on Market Street was assumed to turn right onto southbound Eighth Street. All non-commercial traffic which currently turns left from northbound Seventh Street onto westbound Market Street was assumed to go straight onto northbound North Seventh Street. All westbound non-commercial traffic on Market Street was assumed to turn right onto westbound McAllister Street. Finally, all southbound non-commercial traffic on Jones Street was assumed to turn right onto westbound McAllister Street.

In one sense, these assumptions represent worst case impacts, as some drivers may learn to use alternate routes that avoid this area completely once they become familiar with the traffic restrictions. On the other hand, the analysis is based on midday traffic volumes, which are somewhat lower than p.m. peak period volumes in most cases.

Table 1 shows the estimated decrease in traffic volumes on Market Street due to the prohibition of non-commercial traffic and the related increases in traffic on immediately nearby streets. In general, about 100 vehicles in each direction would be removed from Market Street during each 30 minute period, or about three vehicles per minute. A like volume of traffic is likely to be added to southbound Eighth Street and to westbound McAllister Street.

Some of the eastbound Market Street traffic that is diverted to southbound Eighth Street is likely to use Mission Street to proceed eastbound. The next available eastbound street is Folsom Street, three blocks south of Market Street. Some of the westbound traffic on Market Street that is diverted to McAllister Street is likely to proceed two blocks to the west to Hyde Street, turn left and then rejoin Market Street at the Market/Eighth/Hyde Street intersection.

The increased volume of traffic on McAllister Street west of Market Street may require the signalization of the McAllister/North Seventh Street intersection. The westbound approach to this intersection on McAllister Street is controlled by a "STOP" sign. This signal would have to be closely coordinated with the existing signal at McAllister and Leavenworth Streets, about 150 feet to the west.

Impact on Through Traffic on Market Street

Muni staff performed license plate surveys at two points along Market Street to determine the amount of through traffic on the street. The surveys provide an indication of the amount of traffic the 7th - 8th Street route prohibition would remove from other segments of Market Street. The eastbound survey was conducted on January 30, 1991 between 7:15 - 11:30 a.m.. The westbound survey was done on February 12, 1991, between 2:00 - 6:30 p.m.. The surveyors were stationed on Market Street just east of the Market/Eighth/Hyde intersection and just west of the Market/Third/Kearny intersection in both cases. Surveyors recorded the last three digits of the license plates of all non-Muni vehicles on the street, and then matched plates from the two locations to identify through vehicles.

The eastbound surveys showed that about 44 percent of the non-Muni traffic east of Eighth Street stays on Market Street at least as far east as Third Street (549 through non-Muni vehicles out of a total of 1,245 non-Muni vehicles east of Eighth Street).

TABLE 1

ESTIMATED CHANGES IN MIDDAY TRAFFIC VOLUMES
WITH 7TH AND 8TH STREET PROHIBITION
(30 MINUTE VOLUMES)

STREET SEGMENT	EXISTING VOLUME	WITH PROHIBITION	CHANGE	PERCENT CHANGE
Eastbound Market Street 8th to 7th Streets	150	50	-100	-67%
Southbound 8th Street Market to Mission Street	690	790	+100	+14%
SUBTOTAL	840	840	0	0%
Westbound Market Street 7th to 8th Streets	150	50	-100	-67%
Westbound McAllister St Market to N. 7th Streets	130	220	+ 90	+69%
Northbound N. 7th Street Market to McAllister Sts	440	450	+ 10	+2%
SUBTOTAL	720	720	0	0%

However, only about 70 percent or 384 of the 549 non-Muni vehicles on Market Street are private vehicles (the remaining 30 percent are commercial vehicles, which would not be impacted by the prohibition). Therefore, while 44 percent of the non-Muni traffic east of Eighth Street stays on Market Street, the percentage of traffic that is both through and private is estimated to be about 31 percent of the volume at Eighth Street. Because the volume of traffic on Market Street at Third Street is higher than it is at Eighth Street (1732 non-Muni vehicles at Third Street compared to 1,245 vehicles at 8th Street) the through traffic volume that represents 31 percent of the total volume at Eighth Street represents only about 22 percent of the non-bus volume at Third Street (384 ÷ 1732 = 22 percent). If all non-commercial eastbound traffic was effectively removed from Market Street east of Eighth Street, it is estimated to result in an approximate 22 percent decrease in the non-bus traffic volume on eastbound Market Street at Third Street.

In the westbound direction, Muni found 653 through non-Muni vehicles between Third Street and Eighth Street. Again, this through volume includes commercial traffic that would not be affected by the proposed prohibition, and has been reduced by 30 percent for an estimated 457 private through vehicles. This volume represents about 30 percent of the non-bus volume on westbound Market Street at Third Street (457 ÷ 1,531 = 31 percent).

In summary, prohibiting private vehicles on Market Street between Seventh and Eighth Street is estimated to result in an approximate 22 percent decrease in non-Muni traffic on eastbound Market Street at Third Street and an approximate 30 percent decrease in westbound non-Muni traffic on Market Street at Third Street . This analysis assumes that all through private traffic is effectively diverted, and that none of it returns to Market Street downstream from the one-block diversion.

Enforcement

Technically, violators of the proposed prohibition on non-commercial traffic could only be cited by sworn Police Officers. At lease some motorcycle police enforcement activity will be needed to make such a restriction "stick". Enforcement may also be necessary to restrict private vehicles to the right hand lanes of eastbound Market Street between Ninth and Eighth Streets and on westbound Market Street between Sixth and Seventh Streets. The cost of providing one motorcycle police officer to this area for 14 hours per day for a six-month test period is estimated to be $160,000.

Other Issues

The one-block prohibition would require a revision to the city's 49 Mile Scenic Drive, which routes visitor traffic on westbound Market Street between Battery and Hayes Streets. According to the Convention and Visitors Bureau rerouting the Scenic Drive from Hayes Street onto McAllister Street would not be a problem. The current 49 Mile Scenic Drive map urges motorists to avoid driving in the downtown area during commute hours.

The area of Market Street between Seventh and Eighth Streets has several vacant and/or under utilized parcels which may generate increased travel demands in the future. These sites include the recently closed Embassy Theatre on the south side of the street and the Hibernia Bank building at the northwest corner of McAllister and Jones Streets. Development of these sites would not require private vehicle access from Market Street. If the Police Department decides to use the Hibernia Bank building for its headquarters, there would be an increased police presence in the vicinity.

The prohibition would affect access to the underground Civic Center Bart/Muni station. The elevator for disabled patrons at this station is located on the north side of Market Street between Seventh and Eighth Streets. Disabled Bart riders are sometimes dropped-off or picked-up by drivers outside this elevator. If this prohibition is approved, it may be prudent to allow private vehicles with a disabled driver placard use of this block in the westbound direction. However, this exception would further complicate enforcement efforts.

OF THE CITY AND COUNTY OF SAN FRANCISCO

PARKING AND TRAFFIC COMMISSION

25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

ART AGNOS, Mayor
RINA CUTLER, Executive Director

NOTICE

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION
SPECIAL MEETING OF THE SAN FRANCISCO PARKING AUTHORITY

Tuesday, April 16, 1991
1:30 p.m.

Room 282, City Hall
San Francisco, California

AGENDA

1. ROLL CALL

2. ADOPTION OF THE MINUTES

   Regular Meeting of the Parking and Traffic Commission held on April 2, 1990

3. COMMISSIONERS' QUESTIONS AND MATTERS

4. CITY ATTORNEY'S REPORT

5. DIRECTOR'S REPORT

6. PUBLIC COMMENT

   The public may address the Parking and Traffic Commission on any matter within the jurisdiction of the Commission. This should not relate to any item on this agenda since public comment will be taken as each agenda item is discussed. The Chair requests that each person addressing the Commission limit herself/himself to five minutes.

7. NEW BUSINESS

   a. Hearing to Consider Action on the Operation of Mission/Bartlett Parking Facility
      Proposed Action:
      1. Resolution Approving Lease and Bid Documents
      2. Resolution Recommending Amendment of Traffic Code Section 32.8.7 by the Board of Supervisors

   b. Consideration of Scheduling a Special Meeting on April 30, 1991 in Lieu of the Regular Meeting of May 7, 1991

(Continued on back of page)

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8. ADJOURNMENT

RECONVENE

SPECIAL MEETING OF THE SAN FRANCISCO PARKING AUTHORITY

1. ROLL CALL

2. ADOPTION OF THE MINUTES

Special Meeting of the San Francisco Parking Authority held on March 5, 1991

3. PUBLIC COMMENT

4. NEW BUSINESS

a. Resolution Approving Entering into an Agreement with the San Francisco Redevelopment Agency for the Management and Administration of the Preparation of an Environmental Impact Report for the Proposed San Francisco General Hospital Parking Facility
b. Resolution Requesting Approval of a Supplemental Appropriation for Design Services for the San Francisco General Hospital Garage
c. Resolution Requesting Approval of a Supplemental Appropriation for Design Services for the Vallejo Street/Churchill Alley Garage

5. EXECUTIVE SESSION

To Discuss the Acquisition of 735-755 Vallejo Street

6. ADJOURNMENT

PARKING AND TRAFFIC COMMISSION

April 16, 1991

The Minutes of this meeting are missing.

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OF THE CITY AND COUNTY OF SAN FRANCISCO

PARKING AND TRAFFIC COMMISSION

25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

ART AGNOS, Mayor
RINA CUTLER, Executive Director

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NOTICE OF CANCELLATION OF MEETING

The Regular Meeting of the Parking and Traffic Commission scheduled for May 7, 1991 has been cancelled.

NOTICE

SPECIAL MEETINGS OF THE PARKING AND TRAFFIC COMMISSION AND THE SAN FRANCISCO PARKING AUTHORITY

Tuesday, April 30, 1991
1:30 p.m.

Room 282, City Hall
San Francisco, California

AGENDA

SPECIAL MEETING OF THE PARKING AND TRAFFIC COMMISSION

1. ROLL CALL

2. ADOPTION OF THE MINUTES

   Regular Meeting of the Parking and Traffic Commission held on April 16, 1990

3. COMMISSIONERS' QUESTIONS AND MATTERS

4. CITY ATTORNEY'S REPORT

5. DIRECTOR'S REPORT

6. PUBLIC COMMENT

   The public may address the Parking and Traffic Commission on any matter within the jurisdiction of the Commission. This should not relate to any item on this agenda since public comment will be taken as each agenda item is discussed. The Chair requests that each person addressing the Commission limit herself/himself to five minutes.

7. NEW BUSINESS

   a. Resolution Approving Charles Hao Lease Amendment at St. Mary's Garage
   b. Resolution Approving Gordon Chong Contract Modification for the Polk/Bush Garage

(Continued on Back of Page)

8. ADJOURNMENT

RECONVENE

SPECIAL MEETING OF THE SAN FRANCISCO PARKING AUTHORITY

1. ROLL CALL

2. ADOPTION OF THE MINUTES

Special Meeting of the San Francisco Parking Authority held on April 16, 1991

3. PUBLIC COMMENT

4. NEW BUSINESS

a. Resolution Authorizing the Director to Sign Change Orders for Polk/Bush Garage

5. EXECUTIVE SESSION

a. To Discuss the Acquisition of 735-755 Vallejo Street
b. Discussion with Counsel Pending Litigation (William Barnes vs. San Francisco Parking Authority)

6. ADJOURNMENT

PARKING AND TRAFFIC COMMISSION

April 30, 1991

The Minutes of this meeting are missing.

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OF THE CITY AND COUNTY OF SAN FRANCISCO

PARKING AND TRAFFIC COMMISSION

25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

ART AGNOS, Mayor
RINA CUTLER, Executive Director

NOTICE

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION

Tuesday, May 21, 1991
1:30 p.m.

Room 282, City Hall
San Francisco, California

AGENDA

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION

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1. ROLL CALL

2. ADOPTION OF THE MINUTES

   Special Meeting of the Parking and Traffic Commission held on April 30, 1990

3. COMMISSIONERS' QUESTIONS AND MATTERS

4. CITY ATTORNEY'S REPORT

5. DIRECTOR'S REPORT

6. PUBLIC COMMENT

   The public may address the Parking and Traffic Commission on any matter within the jurisdiction of the Commission. This should not relate to any item on this agenda since public comment will be taken as each agenda item is discussed. The Chair requests that each person addressing the Commission limit herself/himself to five minutes.

7. NEW BUSINESS

   a. Re-hearing on Restricting Traffic to Commercial Vehicles Only on Market Street between Seventh and Eighth Streets
   b. Resolution Approving Budgets for the Japan Center, Sutter/Stockton and Ellis/O'Farrell Nonprofit Garages
   c. Resolution Amending Residential Parking Permit Fees
   d. Resolution Approving Award of Parking Operator Lease at Union Square Garage

8. ADJOURNMENT

OF THE CITY AND COUNTY OF SAN FRANCISCO

PARKING AND TRAFFIC COMMISSION

25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

ART AGNOS, Mayor
RINA CUTLER, Executive Director

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MEETING REPORT

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION
SPECIAL MEETING THE SAN FRANCISCO PARKING AUTHORITY

Tuesday, May 21, 1991
1:30 p.m.
City Hall, Room 282
San Francisco, California

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Present:

Commissioners:	Sonia Melara, Chair Angelo Quaranta, Vice Chair Arnold Chin Dick Grosboll Darshan Singh
Staff:	Rina Cutler, Executive Director Tim Johnson, Bureau Chief Kevin Hagerty, Parking Authority Assistant Director Julian Hultgren, Deputy City Attorney Renee Faison, Acting Commission Secretary
Guests:	Richard O. Guynn, Sutter Stockton Garage Jonathan L. Weber, System parking, Inc. Rick Thurber Dick Dole, Ellis/O'Farrell and Japan Center Garages Russ Presting, S.E. Onorato Garages Jim Lazarus, S.F. Chamber of Commerce Maryellen Ring, Sierra Club Member Harvey Katz, Golden Gate Bridge Highway and Traffic Division Jon Poschman, San Francisco Bicycle Tina Sexton, Japan Center Garage

The Chair called the meeting to order at 1:35 p.m.

ROLL CALL

The roll call indicated Quorum present. Commissioner Quaranta entered the meeting at 1:49 p.m.

ADOPTION OF THE MINUTES

The Chair requested that Page 2, paragraph 2 of the April 30, 1991 Minutes be corrected to indicate that Commissioner Quaranta requested the reconsideration of the matter of the closing of a portion of Market Street.

On motion of Commissioner Grosboll, seconded by Commissioner Chin, the Minutes of the April 30, 1991 Meeting of the Parking and Traffic Commission were approved.

VOTE: AYES - Members Chin, Grosboll, Melara
EXCUSED - Member Quaranta
ABSTAIN - Member Singh

COMMISSIONERS' QUESTIONS AND MATTERS

Commissioner Singh requested that the staff research the possibility of extending the time period on parking meters on Lincoln between 7th and 9th Avenues from 1-hour parking to 2-hour parking. The Commissioner reported that the merchants of the Inner Sunset area have approached him concerning the matter.

Commissioner Chin requested that staff prepare an update report on the Denver Boot Program for submittal to the Commission.

Commissioner Chin inquired about the implementation date of a 7-day enforcement program at the Department of Parking and Traffic. The Executive Director reported that a 7-day enforcement program will be implemented in October, 1991. During that same month the Department of Parking and Traffic will assume the responsibility for various Police Department functions.

Commissioner Quaranta entered the meeting.

Commissioner Chin requested a briefing regarding sidewalk encroachments. The Bureau Chief reported on the matter. He explained that the Department of Public Works approves encroachments upon sidewalks. He noted that the adjoining property owners must sign a petition establishing the cutaway and paying for the cutaway.

Commissioner Quaranta acknowledged the presence Acting Mayor Jim Gonzales at the meeting. The Acting Mayor greeted the Commissioners.

The Chair requested that a Hearing be held in the future regarding the Residential Parking Program. The Executive Director acknowledged the Commissioner's request and reported that within the next 60 days, the Department's Residential Parking Program will be moving from City Hall to commercial space within the Performing Arts Garage.

Commissioner Grosboll requested the expansion of the mailing list to neighborhood groups for that Hearing. The Commissioner also requested that information be provided to the Commission prior to that Hearing concerning the number of temporary permits that are issued and the process for applying for residential permits.

Commissioner Chin suggested that promotional activities be planned and press releases be issued to announce the move and any change in hours of operation of the Program.

Commissioner Grosboll inquired about the date of the ground-breaking ceremony for the Polk/Bush Garage. The Executive Director stated that the ceremony would be held on June 25, 1991 and noted that further information would be provided to the Commission as plans develop.

CITY ATTORNEY'S REPORT

The City Attorney had nothing to report.

DIRECTOR'S REPORT

The Executive Director announced that the Department's budget would be heard by the Finance Committee of the Board of Supervisors on June 19, 1991 at 1:30 p.m. She urged members of the Commission to attend to voice their support.

PUBLIC COMMENT

Rick Thurber, resident of the 200 block of Upper Terrace in San Francisco, addressed the Commission concerning the lack of enforcement in his neighborhood. Mr. Thurber provided the Commission with photographs take on May 10, 1991 of illegal parkers in his area. He stated that parking on sidewalks and at intersections has caused the area to resemble a slum. Mr. Thurber indicated that he had spoken with several officials within City government including staff at the Department of Parking and Traffic regarding his concerns but to no avail. He provided the Commissioner members with a listing of areas in which continual parking violations occur. He noted that the listing has been provided to the DPT staff. He stated that 95 percent of the

violations that occur in the area are conducted by the same persons and usually in the same location. Mr. Thurber added that he often encounters Parking Control Officers (PCOs) having breakfast on Haight Street and complained about the lack of supervision in the Enforcement Division.

Commissioner Grosboll questioned Mr. Thurber concerning the parking encroachments that occur in Upper Terrace. He asked Mr. Thurber to identify the primary parking violations. Mr. Thurber replied that parking on sidewalks, on crosswalks, at intersections and in front of fire hydrants are the major impediments.

The Bureau Chief responded to Mr. Thurber's concerns. Regarding PCOs eating breakfast on Haight Street, the Bureau Chief stated that street-sweepers often have breakfast in that area at their allotted break following their 5:00 a.m. morning shift. Concerning enforcement in the Upper Terrace and Inner Sunset areas, the Bureau Chief stated that the Department receives several complaints regarding too aggressive enforcement in that area. He added that any poor performance on the part of DPT staff will be addressed.

The Chair and Commissioner Grosboll acknowledged Mr. Thurber's concerns. The Commissioners noted that the Department is attempting to hire more PCOs and expand working hours in order to balance enforcement in San Francisco so that all neighborhoods receive equivalent service.

The Chair requested that staff investigate Mr. Thurber's concerns. The Executive Director stated that she will provide the PCOs patrolling the area with the Mr. Thurber list of frequent violations.

NEW BUSINESS

Re-hearing on Restricting Traffic to Commercial Vehicles Only on Market Street between Seventh and Eighth

The City Attorney counselled the Commission members concerning options in re-hearing and rescinding Resolution No. 91-44 -- the Market Street Restriction Resolution.

Commissioner Quaranta motioned that Resolution No. 91-44 be rescinded. Commissioner Singh seconded the motion.

The Chair requested public comments on the matter. The following persons spoke in favor of restricting traffic on Market Street:

Peter Straus, Director of Surface Planning for MUNI
Jon Poschman, San Francisco Bicycle Coalition
Norman Rolfe, San Francisco Tomorrow

Virginia Conway, Sierra Club Member
Maryellen Ring, Sierra Club Member
David Pilpel, Sierra Club Member (phoned in opinion)

The following persons opposed the restriction of traffic on Market Street:

Ed Lawson, Union Square Association
Carolyn Diamond, Market Street Association
Harold Hoogasian, San Francisco Council of District Merchants
Jim Lazarus, San Francisco Chamber of Commerce
Robert F. Begley, Hotel Council of San Francisco
Robert Lazzara, Orpheum Theatre
Stan Panovich, Odd Fellows Building located on Market Street
Tom Raines, Norstrom Shopping Center

Harvey Katz, of the Golden Gate Bridge Highway and Transportation District, beseeched the Commission to allow Golden Gate Transit access to Market Street. He stated that MUNI does not have the inherent right to exclusively operate on Market Street and opined that MUNI's operation will not be significantly impacted.

*

Commissioner Singh observed that the majority of public sentiment opposes the closure of Market Street. He recommended that Market Street remain open to non-commercial traffic.

Commissioner Grosboll remarked that there is considerable public and private sector interest in transit matters and recommended that a Commission hearing be scheduled in March of 1992 to examine the various organizations opinions on the matter. The Commissioner also noted his support for the trial closure of the Market Street and stated that it would be in keeping with the City's "Transit First" policy.

Commissioner Quaranta agreed with Commissioner Grosboll's observations but noted that the bulk of public comment opposed the closure. He indicated his support of the public sentiment.

The Chair recounted the motion on the floor noting that an "Aye" vote would rescind the motion and a "No" vote would allow the Resolution to stand. She opined that Market Street should not be closed to non-commercial traffic.

Commissioner Chin voiced his support for closing Market Street to non-commercial traffic on an experimental basis.

The Commissioners voted on the matter as follows:

AYES: Members Melara, Quaranta and Singh
NOES: Members Chin and Grosboll

Resolution No. 91-49 passed. Resolution No. 91-44 was rescinded.

*

The Commission meeting recessed at 3:11 p.m. and reconvened at 3:15 p.m. Upon reconvening, Commissioner Quaranta was excused from the meeting.

*

Commissioner Chin motion to approve the operation of Golden Gate Transit on Market Street. Commissioner Singh seconded the motion.

Commissioner Grosboll observed that he opposes Golden Gate Transit's access to Market Street at this time. The Executive Director and Commissioner Chin voiced staff support encouraging regional transit in the City and allowing Golden Gate Transit to access Market Street on a 6-month trial basis.

The Commission voted on the matter as follows:

AYES: Members Chin and Singh
NOES: Members Grosboll and Melara
EXCUSED: Member Quaranta

Resolution No. 91-50 Approving Budgets for the Japan Center, Sutter/Stockton and Ellis/O'Farrell Nonprofit Garages

The Assistant Director of the Parking Authority informed the Commission of errors in percentages of the Sutter/Stockton Garage Budget. He provided the Commission with updated information.

JAPAN CENTER GARAGE

The Commission questioned Richard Dole, attorney for the Japan Center Garage, as follows:

Commissioner Grosboll asked if there is an anticipated increase in garage rates. Mr. Dole replied no and introduced Tina Sexton, Manager of the Japan Center Garage, who briefed the Commission on rates at both the Japan Center and Fillmore Annex Garages.

Commissioner Grosboll asked why the Cinema company was given a special parking rate. Mr. Dole replied that the Cinema company initiates considerable revenue.

Commissioner Grosboll inquired about the merchant rate asking if it is anticipated that other garages will request the special merchant rate. The Assistant Director replied no other requests are anticipated. The Executive Director noted that, until more demand is made for short-term parking, she supports the merchant rate because of its positive impact on the neighborhood. Mr. Dole stated that the Main Garage only has one rate -- $93.00 monthly. The Fillmore Annex has the merchant rate of $43.00 per month.

Commissioner Chin commented that the nonprofit corporations have a reduction in income but take no action to reduce the costs at the garages. He observed that there are terrific shortfalls in the City's budget however budgets for the nonprofit corporations are being approved that allow for increases of four to seven percent. He stated that no actions are being taken to reduce these expenses. He suggested that persons could be laid off or purchases and supplies could be cut back.

Commissioner Grosboll moved to approve the Japan Center Garage Lease. The motion was seconded by Commissioner Singh.

VOTE: AYES - Members Grosboll, Melara, Singh
NOES - Member Chin
EXCUSED - Member Quaranta

Commissioner Grosboll requested an analysis of the rates at the Japan Center Garage.

SUTTER/STOCKTON GARAGES

Commissioner Grosboll inquired about the legal expenses. He noted that legal fees at the Sutter/Stockton Garage average $60,000, whereas legal fees at the Japan Center and Ellis/O'Farrell Garages average $20,000. Paul Newman, attorney for the Sutter/Stockton Garage, explained that the elevated legal expenses at the Sutter/Stockton Garage was due to the termination of Wilkes-Bashford, new leases needed for two new tenants and legal matters involved in the refurbishment of the Sutter Street lobby.

Commissioner Grosboll asked why there is no security cost at the Ellis/O'Farrell Garage whereas there are security costs at the Sutter/Stockton Garage. The Assistant Director of the Parking Authority explained that the Ellis/O'Farrell attendants also serve as security personnel. At the Sutter/Stockton Garage patrons self-park.

Commissioner Grosboll requested an explanation of the approval process for nonprofit corporations budgets and the Commission's

role in the process. The Assistant Director explained that the Controller's Office ultimately approves all nonprofit garage expenses. The Parking and Traffic Commission reviews the budgets and makes recommendations to the Controller's Office. Mr. Newman further explained that originally the garage budgets were only submitted to the Controller's Office for approval. Several years ago, the Parking Authority requested input into the approval process. The Controller's Office agreed but reserved the right to make final decisions on the budgets.

Commissioner Chin inquired about the drop in revenue at the Garage. Mr. Newman stated that the drop in revenue was due to the Wilkes-Bashford case.

On motion of Commissioner Singh, seconded by Commissioner Grosboll, the Sutter/Stockton Garage budget was approved.

VOTE: AYES - Members Grosboll, Melara and Singh
NOES - Member Chin
EXCUSED - Member Quaranta

ELLIS/O'FARRELL GARAGE

Commissioner Grosboll asked why the administration for the Ellis/O'Farrell Garage is $21,000 more than the Sutter/Stockton Garage. Richard Dole, attorney for the Ellis/O'Farrell Garage, replied that administration represents the actual management of a garage. A contractor is hired and the contractor provides the employees. The contractor is then reimbursed according to the approval of the Controller's Office.

Commissioner Grosboll requested that the Controller's Office be invited to a Commission meeting to brief the Commission on the budget approval process. The Executive Director acknowledged the Commissioner's request.

The Chair requested that in the future, the budgets be reviewed individually.

On motion of Commissioner Singh, seconded by Commissioner Grosboll, the Ellis/O'Farrell Garage budget was approved.

VOTE: AYES - Members Grosboll, Melara and Singh
NOES - Member Chin
EXCUSED - Member Quaranta

RESOLUTION NO. 91-51 AMENDING RESIDENTIAL PARKING PERMIT FEES

The Executive Director briefed the Commission on the Resolution.

The Commission questioned the staff as follows:

Commissioner Grosboll inquired about the proposed increase in temporary permit fees from $2.00 to $5.00. The Executive Director replied that the increase is needed but noted that $5.00 does not cover staff costs.

On motion of Commissioner Chin, seconded by Commission Singh, Resolution No. 91-51 was approved as drafted.

VOTE: AYES - Members Chin, Grosboll, Melara and Singh
EXCUSED - Member Quaranta

RESOLUTION NO. 91-52 APPROVING AWARD OF PARKING OPERATOR LEASE AT UNION SQUARE GARAGE

The Assistant Director of the Parking Authority briefed the Commission on the Resolution. He stated that seven companies submitted bids and City Park was selected.

The Commissioners questioned staff as follows:

Commissioner Singh inquired about the selection process. The Assistant Director stated that the award was based on the highest percent of gross.

Commissioner Grosboll inquired about the current percentage rate. The Assistant Director stated that the current rate is 74 percent.

Commissioner Grosboll inquired about the current operator. The Assistant Director replied that the current operator is System Parking.

Commissioner Grosboll asked if there were any anticipated problems with switching from System Parking to City Park. The Assistant Director replied that no problems are anticipated since City Park operated the Garage five years ago prior to System Parking.

On motion of Commissioner Chin, seconded by Commissioner Grosboll, Resolution No. 91-52 was approved as drafted.

VOTE: AYES - Members Chin, Grosboll, Melara and Singh
EXCUSED - Member Quaranta

*

The meeting adjourned at 4:27 p.m.

Respectfully submitted,

Renee Faison
Acting Commission Secretary

OF THE CITY AND COUNTY OF SAN FRANCISCO

PARKING AND TRAFFIC COMMISSION

25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

ART AGNOS, Mayor
RINA CUTLER, Executive Director

NOTICE

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION
SPECIAL MEETING OF THE SAN FRANCISCO PARKING AUTHORITY

Tuesday, June 4, 1991
1:30 p.m.

Room 282, City Hall
San Francisco, California

AGENDA

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION

1. ROLL CALL

2. ADOPTION OF MINUTES

   Regular Meeting of the Parking and Traffic Commission held on May 21, 1991

3. DIRECTOR'S REPORT

4. CITY ATTORNEY'S REPORT

5. COMMISSIONERS' QUESTIONS AND MATTERS

6. PUBLIC COMMENT

   The public may address the Parking and Traffic Commission on any matter within the jurisdiction of the Commission. This should not relate to any item on this agenda since public comment will be taken as each agenda item is discussed. The Chair requests that each person addressing the Commission limit herself/himself to five minutes.

7. OLD BUSINESS

   a. Briefing on the Budgets of Nonprofit Parking Garages

8. NEW BUSINESS

   a. Resolution Approving Award of Operating Lease at the 7th and Harrison Parking Lot

9. ADJOURNMENT

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RECONVENE

SPECIAL MEETING OF THE SAN FRANCISCO PARKING AUTHORITY

1. ROLL CALL

2. ADOPTION OF THE MINUTES

Special Meeting of the San Francisco Parking Authority held on April 30, 1991

3. PUBLIC COMMENTS

4. NEW BUSINESS

a. Resolution Approving Award of Achitectural and Engineering Contract for the San Francisco General Hospital Parking Garage.
b. Resolution Approving Award of Architectural and Engineering Contract for the Vallejo/Churchill Parking Garage

5. ADJOURNMENT

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PARKING AND TRAFFIC COMMISSION
25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
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OF THE CITY AND COUNTY OF SAN FRANCISCO

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ART AGNOS, Mayor
RINA CUTLER, Executive Director

MEETING REPORT

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION
SPECIAL MEETING OF THE SAN FRANCISCO PARKING AUTHORITY

Tuesday, June 4, 1991
1:30 p.m.
City Hall, Room 282
San Francisco, California

Present:

Commissioners:	Sonia Melara, Chair Angelo Quaranta, Vice Chair Dick Grosboll Darshan Singh
Staff:	Rina Cutler, Executive Director Tim Johnson, Bureau Chief Phil Chin, Parking Authority Director Kevin Hagerty, Parking Authority Assistant Director Julian Hultgren, Deputy City Attorney Renee Faison, Acting Commission Secretary
Guests:	Richard O. Guynn, Sutter-Stockton Garage Russ Presting, S.E. Onorato Garages Chuck Cid, Allright Parking Dick Dole, Ellis/O'Farrell and Japan Center Garages Babette Drefke, Resident of San Francisco Virginia Conway, Resident of San Francisco

EXCUSED:

Commissioner:	Arnold Chin

The Chair called the meeting to order at 1:35 p.m.

ROLL CALL

The roll call indicated Quorum present.

ADOPTION OF THE MINUTES

On motion of Commissioner Grosboll, seconded by Commissioner Singh, the Minutes of the May 21, 1991 meeting of the Parking and Traffic Commission were approved with the inclusion of the following addenda suggested by Commissioner Grosboll:

Page 5, paragraph 6, first sentence, add the phrase "or some time in the Spring, 1992" after the following: "Commissioner Grosboll remarked that there is considerable public and private sector interest in transit matters and recommended that a Commission hearing be scheduled in March, 1992."

Page 6, paragraph 5, add the following phrase at the end of the first sentence: "in part because of his desire that the full Board may approve the Market Street closure."

Page 8, paragraph 6, add the following phrase at the end of the first sentence: "for all City nonprofit parking facilities."

VOTE: AYES - Members Grosboll, Melara, Quaranta and Singh
EXCUSED - Member Chin

DIRECTOR'S REPORT

BUDGET HEARING
The Department of Parking and Traffic's budget hearing before the Board of Supervisors' Finance Committee is scheduled for June 19, 1991 at 1:30 p.m. The Executive Director urged the Members to attend.

POLK/BUSH GARAGE CEREMONY
The Ribbon-cutting Ceremony for the Polk/Bush Garage is scheduled for June 25, 1991 at 11:00 a.m. The Executive Director requested that the Commission members calendar the activity.

BOOT REPORT
Information on the number of vehicles that have been booted and towed by the Department during the months of February through May, 1991 was provided to the members.

NEW CLASSIFICATION OF PARKING CONTROL OFFICERS
The Executive Director briefed the Commission on the new classification of Parking Control Officers, the Assistant Supervisors of Parking Enforcement. She noted that the

nine employees were hired from within the Department of Enforcement following a three and a half month interview process. Those individuals have begun training.

GARAGE PROJECT SUMMARY REPORT

A garage project summary, as requested by Commission members at a previous meeting, was provided to the members for review. Staff requested that any comments on the document from the members be made no later than June 20, 1991.

CITY ATTORNEYS' REPORT

The City Attorney had nothing to report.

COMMISSIONERS' QUESTIONS AND MATTERS

- Commissioner Grosboll indicated that he will be out of town and unable to attend the Polk/Bush Ceremony.

- Commissioner Grosboll questioned staff concerning the Boot Program. He indicated his interest in receiving information on a quarterly basis regarding the actual revenue recovered by the Program and noted that the information will also be useful when the members evaluate the Program. The Bureau Chief briefed the members on the redemption rate of booted and towed vehicles and noted that a comprehensive report on the matter will be provided to the Commission at the June 18, 1991 meeting.

- Commissioner Grosboll inquired about the Departmental budget and asked if there has been a reduction in the budget following the Mayor's review. The Executive Director stated that there has been no significant changes to the budget. She noted that the transfer of Police Department driveway tow and complaint call responsibilities to the Department of Parking and Traffic has resulted in a budget increase for the Department. She indicated that the transfer will occur some time in September, 1991.

PUBLIC COMMENTS

Babette Drefke, a Potrero Hill resident, addressed the members requesting that an investigation be conducted on merchants in the 17th Street area at Townsend, Kansas and Connecticut. She stated that sidewalks are being painted white to limit public parking and spaces are reserved on the sidewalks next to

stores thereby preventing persons from parking at the curbs. The members asked that the staff look into the matter.

UNFINISHED BUSINESS

BRIEFING ON THE BUDGETS OF NONPROFIT PARKING GARAGES

The Assistant Director of the Parking Authority introduced John Madden, Special Projects Manager of the Controller's Office, who described the Commission's role in reviewing and approving nonprofit garage budgets.

Mr. Madden described the process as follows:

Nonprofit corporations are formed for the purpose of selling bonds to construct or purchase a garage facility. The nonprofit corporation enters into a lease with the City. The terms of the lease provide that the revenue from the facility will be sufficient to pay for the debt service on the bonds and the operating costs of the garage. The City, as a collateral guarantee, pledges parking meter revenues to facilitate the sale of the bonds.

The nonprofit corporation's Board of Directors must adopt and submit a budget to the Controller's Office. The Controller, in protecting the interest of the bond holders, reviews the expenditures. The Controller has veto power over an inappropriate expenditure. Prior to the Controller receiving the budget, the Parking Authority reviews the operational issues of the garage. Additionally, any equipment items or capital improvements for the garages must, by terms of the indentures and various leases, be approved by Parking Authority and the Director of Property before final approval by the Controller.

*

Commissioner Grosboll inquired about line items such as management and attorney fees and asked if the Controller's Office reviews these matters. Mr. Madden replied that his office reviews the matters to ensure (1) that the request is reasonable and (2) that the matter has been approved either by the Parking and Traffic Commission or the nonprofit corporation.

Commissioners Grosboll asked who would have jurisdiction over an operator changing their process or increasing the salary of the manager. Mr. Madden stated that, in those instances, the attorneys representing the nonprofit corporation invite a staff member of the Controller's Office to attend the board meeting in which the matter would be discussed. If the matter

appears to be reasonable and justified, the item would be included in the budget for the following year.

Commissioner Grosboll recommended changing the procedure whereby there would be an early review of the budget in the future. Mr. Madden stated that any preference of the Commission could be accommodated.

NEW BUSINESS

RESOLUTION NO. 91-53 REJECTING BID OF FEDERAL AUTO PARKS, INC. IN RESPONSE FOR BIDS FOR OR LEASE OF THE SEVENTH AND HARRISON PARKING LOT AND AWARDING SAID LEASE TO ALLRIGHT PARKING/SAN FRANCISCO AS THE HIGHEST, RESPONSIVE AND RESPONSIBLE BIDDER

For purposes of discussion, Commissioner Quaranta motioned to approve Resolution No. 91-53 as drafted. The motion was seconded by Commissioner Singh.

The Assistant Director of the Parking Authority briefed the Commission on Resolution No. 91-53. He noted that Federal Auto Park has requested withdrawal of their bid due to miscalculations. He stated that staff recommends approval of the withdrawal and award of the contract to Allright Parking as the second highest bidder on the project.

*

Commissioner Quaranta asked for clarification regarding the miscalculations by Federal Auto Park. The Assistant Director of the Parking Authority provided the Commission with that information.

Commissioner Singh asked if the Department should retain the bid bond. The City Attorney stated that if the Department is willing to accept Federal Auto Park's request for withdrawal, the bid bond should be forfeited. He further noted that any company which asserts to have made miscalculations as grounds for withdrawal of a bid, must establish and shall prove that miscalculations were in fact made.

Commissioner Grosboll noted for the record that Federal Auto Park made several miscalculations due to a variety of factors.

Commissioner Grosboll inquired about the current percentage of gross being paid by the existing operator of the Parking Lot. The Assistant Director of the Parking Authority stated that the existing operator, City Park, under a lease that expired in March, 1991, was paying 71 percent of the gross. He noted that the lot is in the process of being reconfigured whereby

two thirds of the Lot will remain in public use and one third will be used by the City to accommodate construction of a new Sheriff's facility on the current parking lot at the Hall of Justice. He noted that since the lot was reduced by two thirds, the operators percentage was reduced by two thirds.

Commissioner Grosboll inquired about the size reduction of the Lot. The Assistant Director stated that the current lot will be reduced from 310 spaces to 196 spaces. However, there will be an attendant available between 10 a.m. and 4 p.m. to stack parked cars.

Commissioner Grosboll asked who would be using the remaining 114 spaces. The Assistant Director replied that the Hall of Justice parking lot was being eliminated for construction and these spaces were needed to accommodate parking for City vehicles and current users.

Commissioner Grosboll noted his concern about the loss of revenue associated with loss of the 114 spaces. The Assistant Director stated that the goal will be to park 70 to 80 percent of the volume of cars currently parked at the Lot.

Commissioner Grosboll requested that staff provide the members with figures on the amount of revenue generated presently by the 7th and Harrison Lot and information on how often it is full.

The members agreed to withdraw the current motion.

Commissioner Singh motioned to reject Federal Auto Park's motion to withdraw their bid for lease of the 7th and Harrison Parking Lot. The motion was seconded by Commissioner Quaranta.

The City Attorney observed that Federal Auto Park has a legal right to withdraw their bid if what they contend in their letter to the Commission is correct. He stated that if Federal wishes to withdraw, the Commission cannot prevent them from doing so and Federal Auto Park is required to forfeit the bid bond. He added that Federal Auto Park could file a Court action to that effect.

Commission Singh withdrew his motion.

Commissioner Grosboll motioned to allow Federal Auto Park to withdraw their bid for lease of the 7th and Harrison Parking Lot and to return Federal Auto Park's bid bond of $10,000. Commissioner Quaranta seconded the motion.

VOTE: AYES - Members Grosboll, Melara, Quaranta and Singh.
EXCUSED - Member Chin

Commissioner Singh motioned to award the 7th and Harrison Lease to Allright Parking/San Francisco as highest, responsive and responsible bidder on the project. Commissioner Quaranta seconded the motion.

VOTE: AYES - Members Melara, Quaranta and Singh
NOES - Member Grosboll
EXCUSED - Member Chin

*

The Chair observed that the Mayor has requested participation on the Taxi Regulations Review Commission by a member of the Parking and Traffic Commission. She noted that Commissioner Chin had expressed an interest in the matter and stated that she will contact Commissioner Chin to solicit his participation.

ADJOURNMENT

The meeting adjourned at 2:38 p.m.

RECONVENE

SPECIAL MEETING OF THE SAN FRANCISCO PARKING AUTHORITY

The Chair called the meeting to order at 2:45 p.m.

ROLL CALL

The roll call indicated Quorum present.

ADOPTION OF MINUTES

On motion of Commissioner Grosboll, seconded by Commissioner Singh, the Minutes of the Special Meeting of the San Francisco Parking Authority held on April 30, 1991.

VOTE: AYES - Members Grosboll, Melara and Singh
EXCUSED - Member Chin
ABSTAIN - Member Quaranta

PUBLIC COMMENTS

There were no public comments.

NEW BUSINESS

RESOLUTION NO. 91-1164 APPROVING THE SELECTION OF FONG AND CHAN ARCHITECTS TO PROVIDE ARCHITECTURAL AND ENGINEERING SERVICES FOR THE SAN FRANCISCO GENERAL HOSPITAL PARKING GARAGE

RESOLUTION NO. 91-1165 APPROVING THE SELECTION OF TAI AND ASSOCIATES FOR NEGOTIATIONS FOR A CONTRACT FOR ARCHITECTURAL AND ENGINEERING SERVICES FOR VALLEJO STREET/CHURCHILL ALLEY PARKING FACILITY

The Director of the Parking Authority briefed the Commission on Resolution No. 91-1164 and 91-1165 and described the process that was used to select the firms that will negotiate for a contract for architectural and engineering services for the parking facilities. He detailed the screening and evaluation process used by the technical teams and noted that each firm received preference points from the Human Rights Commission for being minority-owned.

On motion of Commissioner Singh, seconded by Commissioner Quaranta, Resolution No. 91-1164 was approved as drafted.

VOTE: AYES - Members Grosboll, Melara, Quaranta and Singh
EXCUSED - Member Chin

On motion of Commissioner Quaranta, seconded by Commissioner Singh, Resolution No. 91-1165 was approved as drafted.

VOTE: AYES - Members Grosboll, Melara, Quaranta and Singh
EXCUSED - Member Chin

ADJOURNMENT

The meeting adjourned at 2:57 p.m.

Respectfully submitted,

Renee Faison

Renee Faison
Acting Commission Secretary

OF THE CITY AND COUNTY OF SAN FRANCISCO

PARKING AND TRAFFIC COMMISSION

25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

ART AGNOS, Mayor
RINA CUTLER, Executive Director

NOTICE

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION

Tuesday, June 18, 1991
1:30 p.m.

Room 282, City Hall
San Francisco, California

DOCUMENTS DEPT.

JUN 17 1991

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AGENDA

1. ROLL CALL

2. ADOPTION OF MINUTES

   Regular Meeting of the Parking and Traffic Commission held on June 4, 1991

3. DIRECTOR'S REPORT

4. CITY ATTORNEY'S REPORT

5. COMMISSIONERS' QUESTIONS AND MATTERS

6. PUBLIC COMMENT

   The public may address the Parking and Traffic Commission on any matter within the jurisdiction of the Commission. This should not relate to any item on this agenda since public comment will be taken as each agenda item is discussed. The Chair requests that each person addressing the Commission limit herself/himself to five minutes.

7. NEW BUSINESS

   a. Update on Boot Program
   b. Update on Current Garage Programs

8. ADJOURNMENT

OF THE CITY AND COUNTY OF SAN FRANCISCO

PARKING AND TRAFFIC COMMISSION

25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

ART AGNOS, Mayor
RINA CUTLER, Executive Director

MEETING REPORT

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION

Tuesday, June 18, 1991
1:30 p.m.
City Hall, Room 282
San Francisco, California

Present:

Commissioners:	Sonia Melara, Chair Angelo Quaranta, Vice Chair Arnold Chin Dick Grosboll
Staff:	Rina Cutler, Executive Director Tim Johnson, Bureau Chief Kevin Hagerty, Parking Authority Assistant Director Julian Hultgren, Deputy City Attorney Renee Faison, Acting Commission Secretary
Guest:	Virginia Conway, Resident of San Francisco David Pilpel, San Francisco Tomorrow

Excused:

Commissioner:	Darshan Singh

The Chair called the meeting to order at 1:36 p.m.

ROLL CALL

The roll call indicated Quorum present.

ADOPTION OF MINUTES

On motion of Commissioner Quaranta, seconded by Commissioner Grosboll, the Minutes of the June 4, 1991 meeting of the Parking and Traffic Commission were approved. The City Attorney noted the omission of the word "not" in two places within the text of the Minutes and the members requested the corrections be made as follows:

Page 5, 7th paragraph, 2nd sentence should read "...the bid bond should not be forfeited."

Page 6, 8th paragraph, 2nd sentence should read, "...and Federal Auto Park is not required to forfeit the bid bond."

VOTE: AYES - Members Grosboll, Melara, Quaranta
ABSTAIN - Member Chin
EXCUSED - Member Singh

DIRECTOR'S REPORT

The Executive Director briefed the Commission on the following matters:

City Controller's Statement of Operations of Public Parking Facilities for the Year Ending April 30, 1990
Copies of the report were provided to the members as suggested by John Madden at the June 4, 1991 Parking and Traffic Commission meeting.

Newspaper Column
The Executive Director informed the members that she will be writing a newspaper column that will appear in all of the City's neighborhood newspapers on a monthly basis. She provided the members with first commentary that is planned for distribution the week of June 24, 1991.

Article on Commercial Neighborhood Parking Garages
The Executive Director provided the members with a copy of an article co-written by the Assistant Director of the San Francisco Parking Authority. The article appears in the June, 1991 issue of The Parking Professional, a monthly publication of the Institutional & Municipal Parking Congress.

Budget Hearing
The Executive Director urged the members to attend the June 19, 1991 Parking and Traffic Department's budget hearing before the Finance Committee of the Board of Supervisors.

Parking Ticket Issuance and Revenue Collection Data
The Executive Director reported that parking ticket issuance and revenue collection data for Fiscal Year (FY) 1991 will be available at the end of the FY and will be provided to the members at a Commission meeting in July. She indicated that less tickets were written in FY 1991 as of the end of the 3rd Quarter than in FY 1990; however, she noted that more revenue was collected in FY 1991 than 1990.

COMMISSIONERS' QUESTIONS AND MATTERS

Enforcement Strategy Hearing
Commissioner Grosboll questioned if staff would be prepared to calendar an enforcement strategy hearing for discussion in August or September, 1991. He suggested that the goal of the hearing be discussion of overall enforcement issues and discussion of priorities within the Enforcement Division. The Executive Director replied that staff would be prepared to hold the hearing in September.

Parking Meter Review
Commissioner Grosboll requested the scheduling of a follow-up analysis on the Controller's Office audit report on parking meters dated January, 1990. He suggested that the meter discussion be held concurrently with the enforcement strategy hearing. The Executive Director agreed, noting that meter revenue has increased this fiscal year.

Residential Permit Process Hearing
Commissioner Grosboll inquired about the scheduling of the Residential Permit Process Hearing. The Executive Director reported that recommendations should be ready by the end of October, 1991, and that this item would be calendared at that time.

*

Commissioner Grosboll requested status reports on the following matters that have been discussed at previous meetings:

- Study of Marina Boulevard traffic signals

- Study of Lombard Street traffic signals

- Possible synchronization of traffic signal lights in the Sunset District at 19th Street, Judah Street and along Park Presidio

- More pedestrian crossing time at Geary Boulevard and Van Ness Avenue. (The Executive Director noted that Geary Boulevard and Van Ness Avenue are transit preferential corridors. She stated that the traffic signals on those streets are deliberately synchronized to favor vehicular traffic.)

- Reimbursement from the Recreation and Park Department for managing the Union Square Garage. (The Executive Director reported that the matter had been resolved.)

- Possible prolongation of meter time at the Pierce Street Garage. (The Executive Director noted that legislation is required to extend meter time.)

- Permanent barrier in the Crestlake area. The Commissioner asked for clarification of the staff's response that the matter will be addressed when capital funds are secured.

- Study of meters at Oak and Fell Streets. (The Executive Director replied that the issue is scheduled for public hearing.)

- The Commissioner asked whether Supervisor Hsieh has addressed the Commission's concerns. The Executive Director indicated that the Supervisor has not contacted the Department. The Commissioner indicated that it is not likely that the Supervisor will respond to the Commission.

- Continuance of Neighborhood Commission Meetings. The Commissioner suggested that the matter be discussed in August, 1991. (The Executive Director indicated that the issues raised in her RPP recommendations might be an important topic for neighborhood hearings.)

- Full day public-held Commission retreat

- 16th and Hoff security issue. The Commissioner asked if the Department has received any complaints on the matter. (The Bureau Chief replied that no complaints have been received and noted that staff is investigating the possibility of putting close circuit cameras in the garage for more effective monitoring of security.)

- Possible recognizing of Parking Control Officers either at the completion of training or at promotion.

- Street closure legislation. (The Executive Director reported that there has been no progress on the legislation to date.)

Commission Review of Nonprofit Garage

Commissioner Chin was not present at the meeting on June 4, 1991 in which the matter of the Parking and Traffic Commission's review of nonprofit garage budgets was discussed. He raised the issue again opining that the Commission should have total involvement in the review of nonprofit budgets, including fiscal review responsibilities. He noted that revenues are down and expenses are up and questioned if the Commission should be involved in a partial review process.

The Executive Director recommended that the Commission stay involved in the budget process in order to approve and challenge items. She noted that in the coming year, the Controller reviews the actual expenditures at the garages to ensure their conformity with the Commission's operational recommendations.

Commissioner Chin recommended changing the timeline of the budget process so that review would occur three months earlier. Commissioner Grosboll agreed that the timeline should be changed. The Executive Director replied that the revised timeline would interfere with the City's budget process but indicated that staff would investigate the possibility of an early timeline.

The City Attorney suggested changing the review process whereby the Controller would review the nonprofit budgets prior to the Commission's review in order to provide the Commission with fiscal opinions that would facilitate the operational review.

Enforcement Strategy Hearing

Commissioner Chin suggested including dialogue at the enforcement strategy hearing on staffing within the Division and possible use of hand-held computers. He recommended discussing the matter of hiring objectives to recruit a racially balanced work force. He also suggested discussing hand-held computers which would be capable of generating tickets mechanically. He noted that this would enhance the Department's ability to write more tickets and ensure the accuracy of the information and the legibility of the tickets.

Street Closures

Commissioner Chin inquired about the assignment of Parking Control Officers for street closures during fairs and neighborhood events. He asked if the officers are moved from regular patrol duties or if they assigned on an overtime basis. The Executive Director replied that the Parking Control Officers work on an overtime basis and noted that the Department budgets for this occurrence.

Neighborhood Meetings

Commissioner Chin observed that extra Commission sessions are needed to accommodate the complexity and expanse of the workload. He suggested continuing the evening neighborhood meetings as an extra Commission meeting monthly.

Director's Newspaper Column

Commissioner Chin commended the Director on the newspaper column. He stated that it will be a good educational tool to inform citizens of their parking rights and obligations. He

suggested that the column be sent to newspapers as press or informational releases.

CITY ATTORNEY'S REPORT

The City Attorney had nothing to report.

PUBLIC COMMENTS

There were no public comments.

NEW BUSINESS

Update of the Boot Report

The Bureau Chief briefed the members on the Boot Program. He provided the members with a written report (Exhibit A) on the matter. The information in the report was effective from the beginning of the program, February, 1991, through June 14, 1991. He noted that the program has been successful and the goals of the program are being achieved.

The members questioned the staff concerning the criteria for towing rather than booting a vehicle. The Executive Director explained that if a vehicle owes an excessive amount in citations, or if all boots are in use, or if a vehicle is parked in certain restrictive zones, vehicles are towed.

Commissioner Grosboll inquired about vehicles that are not recovered by the owner. The Bureau Chief stated the vehicles are sold by lien sale, or in pieced-off parts. He noted that City Tow, the company that has the City's tow contract, conducts the transaction.

Commissioner Quaranta asked if payment of rent is required to house the towed vehicles and if the City is responsible for the tow charge. The Bureau Chief stated that City Tow makes its best effort to recover costs. The City is not charged for rent or towing the vehicles.

*

Update on Current Garage Programs

The Assistant Director provided the members with a project status report (Exhibit B) of off-street parking facilities. Those facilities include the California/Steiner Surface Parking Lot, the Ellis-O'Farrell Garage Seismic Upgrade and

Expansion, Fifth/Mission Garage Expansion, Polk/Bush Garage, and the San Francisco General Hospital Garage.

Commissioners questioned the staff as follows:

California/Steiner Parking Lot

Commissioner Grosboll observed that the report stated that the Lot would be "substantially" completed by December, 1991. He asked for an explanation. The Assistant Director of the Parking Authority stated that landscaping will not be completed in December; however, the goal is to have the Lot available to the merchants for the Holiday shopping season.

Commissioner Grosboll inquired about the rates at the Lot. The Assistant Director replied that the one hour meter charge will be $.30 an hour.

Commissioner Grosboll asked if the Department will be able to monitor the use of the Lot. The Assistant Director replied that the use of the Lot will be monitored.

Commissioner Grosboll asked if the issue concerning the air rights above the property have been raised. The Assistant Director replied that the matter has not been raised at public hearings.

Commissioner Chin inquired about late night enforcement of the Lot. The Executive Director responded that meters in the City are not in effect after 6:00 p.m. She noted that the matter of extending meter time is presently being discussed by staff.

Ellis-O'Farrell Garage

Commissioner Chin asked if the existing garage will be fully utilized during construction. The Assistant Director replied that the garage will not be fully utilized but noted that every effort will be made to accommodate as many cars as possible.

Fifth and Mission Garage

Commissioner Grosboll asked if a study has been done regarding the demand for the additional 840 spaces. The Assistant Director replied that a study has been completed and noted that he would make a copy available to the Commissioner.

The Chair asked if the garage will be in use during the expansion process. The Assistant Director replied that portions of the garage will be in use.

Polk/Bush Parking Garage

Commissioner Grosboll inquired about the completion date of construction. He noted that the May, 1991 Commission Minutes indicate a 12-month projection for construction by the contractor. He noted that the period in the staff report is longer. The Commissioner requested that the Assistant Director contact the contractor concerning the matter.

San Francisco General Hospital Garage

Commissioner Grosboll stated is concern regarding the size of the Garage. He indicated that a 1200 space garage is, in his opinion, too large a facility for the neighborhood and the Hospital. He requested documentation comparing the San Francisco General Hospital Garage to existing parking garages at other hospitals. He noted his support of the concept of the garage but indicated that the proposed size is inappropriate. The Executive Director agreed with the Commissioner.

Commissioner Chin inquired about temporary parking during construction of the health facility. The Assistant Director reported that staff is continuing to research the options.

*

The Assistant Director provided the members with an update on the Vallejo Street Parking Garage noting that the project will be a 300 space garage with 8,000-10,000 square feet of commercial development space.

*

The Chair inquired about the election of officers for the Advisory Committee of the 22nd and Bartlett Garage. The Bureau Chief briefed the Commission on the matter stating that nine persons will be selected from merchants, residents and nonprofit organization representatives in the area. He explained that members of the Committee will work closely with the Garage operator on many issues. He also discussed the selection process for the Committee members. He and the Chair agreed that there should not be a self-selecting process within the neighborhood. It was decided that staff will select the Advisory Committee members with of focus of balance within the neighborhood, with imput and recommendations from all interested parties.

ADJOURNMENT

The meeting adjourned at 3:20 p.m.

Respectfully submitted,

Renee Faison
Acting Commission Secretary

BOOT PROGRAM OVERVIEW

TOTAL VEHICLES BOOTED	839	
TOTAL VEHICLES TOWED	1820	
	BOOTED	TOWED
VALUE OF BAIL OWED	$414,782.00	$1,332,148.79
PAYMENTS RECEIVED	193,182.85	337,485.04
ACCOUNTS GONE TO TIME PAYMENTS	99,440.00	201,693.00
TIME PAYMENTS RECEIVED	43,712.00	113,363.00
TOTAL BOOT FEES	$ 40,195.00	
TOTAL PAYMENTS	$277,089.85	$ 450,848.04
GRAND TOTAL	$ 727,937.89	
TOTAL PAYMENTS AS PERCENTAGE OF VALUE OF BAIL	57.1%	34%

EXHIBIT "A"

SAN FRANCISCO
PARKING AND TRAFFIC COMMISSION
Project Status Report

Off-Street Parking Facilities

California/Steiner Surface Parking Lot
Ellis-O'Farrell Garage Seismic Upgrade & Expansion
Fifth/Mission Garage Expansion
Polk/ Bush Garage
San Francisco General Hospital Garage

June 1991

EXHIBIT "B"

SAN FRANCISCO
PARKING AND TRAFFIC COMMISSION
Project Status Report

Facility: California/Steiner Parking Lot
2444-2470 California Street

Project Description:
Demolish Old Automobile Repair Garage, combine with adjacent lot to create a 52 space metered, landscaped and lighted surface parking lot.

Estimated Project Costs:	**$515,315**
Planning:	$ 23,000
Design	$ 30,000
Construction Mgr.	$ 29,000
Construction	$ 370,000
Toxic Cleanup*	$ 50,000
Contingency	$ 13,315

* Some of these costs are to be recovered from former property owner.

Financing: Off Street Parking Funds

Current Status:

* Parking Authority acquired property in 1989 through eminent domain.
* DPW has prepared construction plans and specifications.
* Prior to acquisition, the project was issued a negative declaration. During DPW's development of plans, they discovered hazardous materials on the site. This issue was not addressed in original negative declaration. Planning staff ruled that a new environmental report must be done on the project. New negative declaration was issued in April 1991.
* Conditional Use permit approved by Planning Commission on May 2, 1991.

Future Activities:

June	Construction work bids due June 19.
July	Construction contract certified.
August	Construction work commences.
December	Construction work substantially complete.

Prepared By: Kevin M. Hagerty
June 1, 1991

SAN FRANCISCO
PARKING AND TRAFFIC COMMISSION
Project Status Report

Facility: Ellis O'Farrell Garage
123 O' Farrell Street

Project Description:

1. Upgrade building to current seismic code requirements.
2. Expand existing 912 space facility 376 spaces on 2 1/2 floors.
3. Enlarge ramp between Ellis and O'Farrell Streets to accommodate two way traffic.

Estimated Project Cost:	**$9,123,000**
Construction	$6,922,000
A & E	$ 565,000
Inspection & Testing	$ 100,000
Financing Costs	$1,536,000

Financing:

Ellis O'Farrell Corporation Sale of Revenue Bonds	$6,550,000
Existing Garage Reserves	$2,200,000
Interest Earned During Construction	$ 373,000

Current Status:

* Negative Declaration issued November 27, 1990.

* Project, financing plan and building schematics approved by Parking and Traffic Commission on March 19, 1991.

* Board of Supervisors approved new lease with Ellis O'Farrell Parking Corporation in April 1991.

* Planning Commission approves project design on May 2, 1991.

Future Activities:

May/Aug1991	Architect develops final working plans and specifications.
June	Ellis O'Farrell Parking Corporation hires project manager.
Sept/ Oct	Bonds sold.
Jan. 1992	Construction begins.
Jan. 1993	Construction completed.

Prepared By: Kevin M. Hagerty
June 1, 1991

SAN FRANCISCO
PARKING AND TRAFFIC COMMISSION
Project Status Report

Facility: Fifth & Mission Garage
833 Mission Street

Project Description:
Expand existing 1782 space facility by 840 spaces through the addition of two new floors. Install new exterior treatment to building. Add display windows on Mission Street & Fourth Street ground level. Eliminate Fourth street exit to facility.

Estimated Project Costs:

Construction:	$ 15,000,000 - $16,000,000
Inspection & Testing:	$ unknown
Art Enrichment:	$ 150,000
Contract Management:	$ unknown

Financing:
Existing Garage Reserves
Sutter/Stockton Garage Reserve Funds
Sale of Non-Profit Garage Corporation Bond Issue.

Current Status:
* Negative Declaration issued in November 1990.
* Selected Architect has prepared schematics and has reviewed them with Planning Department staff.
* P&T Staff has been working with Planning staff to scale back project costs.
* Nonprofit Corporation and Architect are working on a Phasing Proposal.
* Traffic Consultant concluded the proposed speed ramp could be eliminated if prepay system were installed at garage. Planning is reviewing proposal.

Future Activities:

June 1991	P&T staff will work with Planning Department Staff to develop preliminary agreement on project design and phasing.
August	P &T staff will bring project design and financing proposal to P&T Commission for approval.
September	Submit new nonprofit garage lease to Board of Supervisors for approval.
Jan 1992	Construction documents completed
February	Contractor Selected
March	Bonds sold
April 1992	Phase I Construction Starts.
April 1993	Phase I Construction Completed.

Prepared By: Kevin M. Hagerty
June 1, 1991

SAN FRANCISCO
PARKING AND TRAFFIC COMMISSION
Project Status Report

Facility: Polk/Bush Parking garage
SE corner of Polk& Bush Streets

Project Description:
Construct a five and 1/2 level, 132 space parking garage with commercial space on ground floor.

Estimated Project Costs:	**$5,281,550**
Design:	$ 346,650
Survey & Soil Testing	$ 29,000
Construction Costs	$4,125,000
Construction Contingency	$ 412,500
DPW Management Fees	$ 247,500
DPW Material Testing	$ 22,000
Outside Material Testing	$ 13,000
Art Enrichment	$ 70,000
HRC Fees	$ 15,900

Financing: Off Street Parking Funds

Current Status:
* Parking Authority at its December 4, 1990 meeting awarded contract to Echo West/Hok Construction Company.
* Parking Authority has received in March additional appropriation approval to cover additional expenses from higher than expected bid.
* Contract signed week of March 25, 1991.
* Contractor prepared shoring and underpinning plans for review by DPW.
* Various permits being obtained.

Future Activities:

June 1991 Ground breaking ceremonies (June 25)
Construction work begins on site.

Sept. 1992 Construction completed.

Prepared By: Kevin M. Hagerty
June 1, 1991

SAN FRANCISCO
PARKING AND TRAFFIC COMMISSION
Project Status Report

Facility: San Francisco General Hospital Garage
23th and Utah Streets

Project Description:

Construct a 1000-1200 space parking garage on the site of the old PUC maintenance facility located on the city block bordered by 23th Street, Utah Street, 24th Street, and San Bruno Ave.

Estimated Project Costs:

Design:	$ 1,000,000
Survey & Soil Testing	$ unknown
Construction Costs	$ 10,000,000 - $12,000,000
Construction Contingency	$ 1,000,000 - $ 1,200,000
Project Management Fees	$ unknown
DPW Material Testing	$ unknown
Outside Material Testing	$ unknown
Art Enrichment	$ 100,000
HRC Fees	$ unknown

Financing: To be determined

Current Status:

* The Board of Supervisors in January 1991 approved a $1,000,000 appropriation to pay for environmental consultant and removal of hazardous waste from site.

* P&T contracted with the City's Redevelopment Agency (RA) to hire Orion Environmental Consultants to perform environment project analysis. RA Commission approved contract with Orion on April 2

* City Department of Public Health is coordinating cleanup of hazardous materials on the site.

* Parking Authority requested $1,000,000 supplemental for A & E services is before Board of Supervisors.

* Parking Authority selects Fong & Chan Architects as highest rated design team on June 4 and authorizes staff to negotiate contract with them.

Future Activities:

June 1991	P&T Staff and consultants will recommend size of facility.
	P& T Staff will work with financial advisors to develop Project Financing Plan.
July	Parking Authority to approve terms of negotiated contract for A&E services.
	Civic Service Commission reviews A & E contract.
	Architects contract is certified.
August	Architect commences work.
April 1992	Environmental Review Completed
May	Construction Documents Finished
June	Project out to Bid
Oct.	Construction Starts
Mar. 1994	Construction Completed

Prepared By: Kevin M. Hagerty
June 1, 1991

OF THE CITY AND COUNTY OF SAN FRANCISCO

PARKING AND TRAFFIC COMMISSION

25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

ART AGNOS, Mayor
RINA CUTLER, Executive Director

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NOTICE

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION
SPECIAL MEETING OF THE SAN FRANCISCO PARKING AUTHORITY

Tuesday, July 2, 1991
1:30 p.m.

Room 282, City Hall
San Francisco, California

AGENDA

1. ROLL CALL

2. ADOPTION OF MINUTES

   Regular Meeting of the Parking and Traffic Commission held on June 18, 1991

3. DIRECTOR'S REPORT

4. CITY ATTORNEY'S REPORT

5. COMMISSIONERS' QUESTIONS AND MATTERS

6. PUBLIC COMMENT

   The public may address the Parking and Traffic Commission on any matter within the jurisdiction of the Commission. This should not relate to any item on this agenda since public comment will be taken as each agenda item is discussed. The Chair requests that each person addressing the Commission limit herself/himself to five minutes.

7. NEW BUSINESS

   a. Resolution Recommending that the Board of Supervisors Approve Award of Lease for the Operator of the Golden Gateway Parking Garage
   b. Resolution Approving and Adopting Polk/McAllister Parking Lot Legal Documents and Recommending Authorization to Lease

8. ADJOURNMENT

(Continued on Back of Page)

RECONVENE

SPECIAL MEETING OF THE SAN FRANCISCO PARKING AUTHORITY

1. ROLL CALL

2. ADOPTION OF MINUTES

Special Meeting of the San Francisco Parking Authority held on June 4, 1991

3. PUBLIC COMMENT

4. NEW BUSINESS

a. Resolution Approving an Agreement Between the San Francisco Parking Authority and Recreation and Park Department to Exercise a Jurisdictional Transfer of the Parking Authority's Portion of the St. Mary's Square Garage Rooftop to the Recreation and Park Department

5. ADJOURNMENT

OF THE CITY AND COUNTY OF SAN FRANCISCO

PARKING AND TRAFFIC COMMISSION

25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

ART AGNOS, Mayor
RINA CUTLER, Executive Director

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MEETING REPORT

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION

Tuesday, July 2, 1991
1:30 p.m.
City Hall, Room 282
San Francisco, California

Present:

Commissioners:	Sonia Melara, Chair Dick Grosboll Darshan Singh
Staff:	Rina Cutler, Executive Director Tim Johnson, Bureau Chief Kevin Hagerty, Parking Authority Assistant Director Julian Hultgren, Deputy City Attorney Renee Faison, Acting Commission Secretary
Guests:	Virginia Conway, Resident of San Francisco R.B. Redus, Resident of San Francisco Russ Presting, S.E. Onorato Garages Don Whitaker, Five Star Parking Lloyd Gardner, Department of Real Estate Mary F. Simmons, Department of Real Estate

Excused:

Commissioners:	Angelo Quaranta, Vice Chairman Arnold Chin

The Chair called the meeting to order at 1:39 p.m.

ROLL CALL

The roll call indicated Quorum present.

ADOPTION OF MINUTES

The Chair suggested adopting the Minutes of the June 18, 1991 meeting of the Parking and Traffic Commission on July 16, 1991 since two members of the Commission were excused from the meeting. The members agreed.

The Chair noted a change in the Minutes of June 18, 1991. On page number 3, paragraph 7, the reference to 19th Street should be changed to 19th Avenue.

DIRECTOR'S REPORT

The Director reported to the Commission as follows:

Department of Parking and Traffic Year End Review for FY 90-91
The members were provided with a listing of accomplishments of the Department of Parking and Traffic for the 1990-91 Fiscal Year (Exhibit A). The Executive Director remarked that 95 percent of the employees of the Department have performed exceptionally during the challenging transition period of the Department.

Boot Program Overview
The members were furnished with an update on the Boot Program (Exhibit B). It was noted that 2,952 vehicles have been towed or booted within a four-month period.

Commissioner Singh commended the Executive Director on a job well done.

Budget Hearing Status
The Parking and Traffic Department budget hearings have been held before the Finance Committee of the Board of Supervisors. A full Board of Supervisors review is pending for July 15, 1991 to be followed by the actual enactment of the budget on July 29, 1991.

Departure of Phil Chin from the Department
Phil Chin, Director of the Parking Authority and Acting Director of Operations of the Department of Parking and Traffic, will be leaving the Department on July 5, 1991 to assume a position at MUNI. The Executive Director observed that Mr. Chin's leaving will be a tremendous loss for the Department but noted that his new position is an extraordinary opportunity for him.

Residential Permit Parking Program Move Update
The move of the Residential Parking Permit Office from the Tax Collectors Office into space at the Performing Arts Garage has been postponed due to the delay of deliveries of the computers and cash registers. The move will likely occur during the last week of July, 1991.

*

The Bureau Chief reported on the progress and completion of several items that have been raised by Commissioner Grosboll.

Reimbursement from the Recreation and Park Department
The Recreation and Park Department and the Department of Parking and Traffic are in the process of developing a Memorandum of Understanding regarding the reimbursement of funds from the Recreation and Park Department to the Department of Parking and Traffic for managing the Union Square Garage. The Executive Director will keep the members apprised of the status as the matter develops.

Pierce Street Garage
Staff has recommended that discussions be held with the merchants in the area of the Pierce Street Meter Garage to explore the prospect of a pilot project that could be used as a test basis for other meter lots in the City. The pilot project would involve the extension of meter hours and the increase of meter fees at the Garage.

Commissioner Grosboll asked if Board of Supervisor approval would be needed for implementation of the pilot program. The Bureau Chief replied that Board of Supervisors legislation is necessary for any change in meter hours or fees.

Crestlake Barrier
The Traffic Engineering Division has responded to David Pilpel's concerns regarding a permanent barrier in the Crestlake area. The Engineers support the concept of a permanent barrier at that location; however, funding is not currently available for this project. Projects regarding public safety are given high priority. The matter has been placed on a pending list.

Meters at Oak and Fell Street
The issue of extending meter time on Oak and Fell from 1 hour to 2 hours is scheduled for a Departmental public hearing. The individual that brought it to the attention of the Commission has been informed of the date and time of the meeting. Staff will be recommending the change of the meter hours.

Commissioner Grosboll asked if the Department has received many requests for change in the duration of meter hours. The Bureau Chief replied that there has been approximately four requests for changes in meter hours.

Street Closure Legislation
Departmental staff is in contact with members of the Board of Supervisors regarding the Street Closure Legislation. The Department is hopeful that the matter will be introduced shortly.

Standards for Blue Zones
Commissioner Grosboll requested information on the standards for Blue zones. Staff will provide each of the members with the standards of all colored parking zones within the City.

ISCOTT AGENDA
The Commission members have been added to the mailing list for hearings held by the Interdepartmental Staff Committee On Traffic and Transportation (ISCOTT). Those hearings are held to address issues regarding street closures and the changes in use of streets.

DEPARTMENT OF PUBLIC WORKS HEARINGS
Commissioner Grosboll requested copies of Minutes of the Department of Public Work hearings. The Bureau Chief reported that Minutes are not kept of the Department of Public Works hearings.

CITY ATTORNEY'S REPORT

The City Attorney had nothing to report.

COMMISSIONERS' QUESTIONS AND MATTERS

Commissioner Grosboll inquired about standards for approval of extension of meter hours. The Bureau Chief replied that there are certain standards regarding location of the meters, vehicle turnover and adjacent uses. Within that framework, decisions are made on a case-by-case basis and are reviewed at public hearings which are held to address supporters and opponents to the matters.

Commissioner Singh asked for a status report on Mission Bartlett Garage. The Assistant Director of the Parking Authority reported that the parking operator lease is currently being bid upon. Staff will prepare a recommendation for award of that lease at the July 16, 1991 Commission meeting.

The Chair inquired about the current Advisory Committee selection for the Mission Bartlett Garage. The Bureau Chief reported that

Liberty Hill Neighbors and the Mission Merchants Association each have agreed that nominations will be evenly divided among each of the Associations and from the Department of Parking and Traffic.

*

Commissioner Grosboll inquired about the timing for the transfer of motor-vehicle-for-hire functions from the Police Commission to the Department of Parking and Traffic. The Executive Director replied that a time period for the transfer of those functions has not been determined. She noted that the Department is participating in the related Task Force activities.

Commissioner Grosboll asked how it was determined that the issue should be transferred to the Parking and Traffic Department's jurisdiction. The Executive Director replied that the Office of the City Attorney has opined that the matter was intended to be a part of Proposition D.

The City Attorney stated that he will provided members with copies of the Attorney's opinion on that matter. He noted that he was not involved in the writing of the decision; however, he has been assigned to the Task Force that will be reviewing the matter.

*

Commissioner Singh requested an update on legislation regarding towing of trucks in bus zones. The Executive Director reported that Senior Action Network has held a meeting with MUNI and the Department of Parking and Traffic regarding the issue of towing and access in bus zones. She noted that both Departments are in support of legislation.

*

The Chair observed that many individuals are unaware that the practice of meter feeding is illegal. The Executive Director replied that attempts are being made to educate the public. A newspaper column on the matter has been written as well as ordering informational stickers to be placed on parking meters.

PUBLIC COMMENTS

Mr. R.B. Redus addressed the Commission concerning signs at intersections of Portola, Woodside and O'Shaugnessy. He stated that there are conflicting directional signs located in the area. Mr. Redus explained that recent street changes have occurred in the area and new directional signs installed; however, the old signs have not been removed. An old sign is located at the northwest side of Woodside. The new sign is located on O'Shaugnessy

southwest of Portola. He beseeched the Commission to address the matter.

The Executive Director stated that the Traffic Engineering Division will be notified immediately and thanked Mr. Redus for the information.

NEW BUSINESS

Resolution No. 91-54 Recommending that the Board of Supervisors Approve Award of Lease for the Operator of the Golden Gateway Parking Garage

The Assistant Director of the Parking Authority briefed the members on Resolution No. 91-54. He reported on the bidding of the companies involved in the competition. He indicated that Five Star Parking was the highest bidder and noted that Five Star has met the standards of the Human Rights Commission.

Commissioner Singh inquired about the standards of the Human Rights Commission. The Assistant Director reported that the standards pertain to employment of personnel within the Garage. He stated that the goal of the Human Rights Commission is to have a workforce that is representative of the City's population.

The Chair asked if the operator of the garage is subject to the Human Rights Commission standards. The Assistant Director replied that the standards apply to the workforce, not apply to the garage lease.

Commissioner Singh requested written information on the Human Rights Commission standards.

Commissioner Grosboll inquired about the current lessee and the rental percentage at the Garage. The Assistant Director stated that the current lessee is Golden Gate Parking. The current rental percentage is 80.674 plus 93.558 of the incremental income. The Assistant Director noted that Golden Gate Parking was ranked second in the bidding process on the project.

Commissioner Grosboll observed that the Commission members had raised the issue of the low monthly rates of the Garage in September, 1990 and had requested that the matter be reviewed in one year. The Executive Director acknowledged the Commissioner's observation.

Commissioner Singh asked if Five Star Parking operates other City garages. The Executive Director replied that Five Star also operates the Performing Arts Garage and the Moscone Center Garage.

On motion of Commissioner Grosboll, seconded by Commissioner Singh, Resolution No. 91-54 was approved.

VOTE: AYES - Members Grosboll, Melara and Singh
EXCUSED - Members Chin and Quaranta

Resolution No. 91-55 Approving and Adopting Polk/McAllister Parking Lot Legal Documents and Recommending Authorization to Lease

Lloyd Gardner of the Department of Real Estate provided the members with a profile of the lease for the Polk-McAllister Parking Surface Lot. He noted that the term of the lease is 3 years with a clause for 6-month cancellation by either party.

Commissioner Grosboll inquired about the current revenue of the Lot. The Assistant Director replied that the current percentage for that Lot is 57.647 percent of gross revenue and 85.883 of the incremental income.

On motion of Commissioner Singh, seconded by Commissioner Grosboll, Resolution No. 91-55 was approved as drafted.

VOTE: AYES - Members Grosboll, Melara and Singh
EXCUSED - Members Chin and Quaranta

ADJOURNMENT

The meeting adjourned at 2:24 p.m.

RECONVENE

SPECIAL MEETING OF THE SAN FRANCISCO PARKING AUTHORITY

ROLL CALL

The roll call indicated Quorum present.

ADOPTION OF MINUTES

The Chair suggested adopting the Minutes of the June 4, 1991 meeting of Commission at the next Parking Authority hearing. The members agreed.

PUBLIC COMMENT

There were no public comments.

NEW BUSINESS

Resolution No. 91-1166 Approving an Agreement Between the San Francisco Parking Authority and Recreation and Park Department to Exercise a Jurisdictional Transfer of the Parking Authority's Portion of the St. Mary's Square Garage Rooftop to the Recreation and Park Department

The Assistant Director provided the members with background on the Resolution.

Tim Lillyquist, of the Department of Recreation and Park, provided the members with an overview of the planned area and spoke of the need for recreational facilities in the Chinatown area. He stated that structural analysis of the rooftop had been accomplished and it has been determined that a recreational development can be achieved without a great deal of landscaping. He stated that a State fund has been secured to fund a portion of the project and the planning process will begin once the Memorandum of Understanding is approved. He noted that construction should begin sometime at the beginning of the next fiscal year when it will be possible to transfer funding to the Department of Parking and Traffic from the Recreation and Park '92-93 Open Space Program.

Commissioner Singh inquired about the amount of the State grant. Mr. Lillyquist stated that the grant is for $369,000.

Commissioner Singh inquired about the term of construction. Mr. Lillyquist stated that once construction begins, it will be approximately 4 months, but he noted that there needs to be a public process before that occurs.

On motion of Commissioner Singh, seconded by Commissioner Grosboll, Resolution No. 91-1166 was approved as drafted.

VOTE: AYES: Members Grosboll, Melara and Singh
EXCUSED: Members Chin and Quaranta

ADJOURNMENT

The meeting adjourned at 2:36 p.m.

Respectfully submitted,

Renee Faison

Renee Faison
Acting Commission Secretary

DEPARTMENT OF PARKING AND TRAFFIC
FY 90-91 YEAR END REVIEW

* ANSWERED OVER 4,000 PIECES OF CORRESPONDENCE

* HANDLED OVER 18,720 PHONE CALLS FROM THE PUBLIC

* PARTICIPATED IN APPROXIMATELY 100 COMMUNITY MEETINGS

* INSTITUTED A PARK AND RIDE SHUTTLE SERVICE WHICH HAS HANDLED OVER 10,000 RIDERS TO DATE SERVICING CHINATOWN AND NORTH BEACH

* MAINTAINED AND/OR REPAIRED OVER 131,000 PARKING AND TRAFFIC SIGNS

* MAINTAINED AND/OR REPAIRED OVER 20,000 PARKING METERS

* MAINTAINED AND/OR REPAIRED 4,000 TRAFFIC SIGNALS

* MADE SIGNIFICANT PROGRESS ON LONG DELAYED PROJECTS FOR OFF STREET GARAGES AND PARKING LOTS. WILL BE PROVIDING 2,500 NEW OFF STREET SPACES CURRENTLY IN DESIGN OR PROPOSED CONSTRUCTION

* TOWED 5,538 ABANDONED VEHICLES

* TOWED OVER 29,000 VEHICLES FOR VARIOUS PARKING VIOLATIONS SUCH AS YELLOW ZONES, DOUBLE PARKING, AND TOW AWAY ZONES

* EMPLOYED 100 NEW PARKING CONTROL OFFICERS

* SEIZED 2,659 VEHICLES FOR NON-PAYMENT OF PARKING CITATIONS

* ISSUED OVER 2.2 MILLION PARKING CITATIONS

* PAINTED 640 MILES OF LANE STRIPING

* MAINTAINED AND/OR CREATED 6,290 COLORED CURB ZONES

EXHIBIT A

BOOT PROGRAM OVERVIEW
JULY 1, 1991

TOTAL VEHICLES BOOTED	922	
TOTAL VEHICLES TOWED	2030	
	BOOTED	TOWED
VALUE OF BAIL OWED	$456,391.00	$1,467,323.79
PAYMENTS RECEIVED	212,536.85	366,545.12
ACCOUNTS GONE TO TIME PAYMENTS	106,969.00	221,439.00
TIME PAYMENTS RECEIVED	47,424.00	132,618.00
TOTAL BOOT FEES	$ 46,100.00	
TOTAL PAYMENTS	$306,060.85	$ 499,163.12
GRAND TOTAL	$ 805,223.97	
TOTAL PAYMENTS AS PERCENTAGE OF VALUE OF BAIL	57%	34%

EXHIBIT B

PARKING AND TRAFFIC COMMISSION
25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

OF THE CITY AND COUNTY OF SAN FRANCISCO

ART AGNOS, Mayor
RINA CUTLER, Executive Director

NOTICE

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION

Tuesday, July 16, 1991
1:30 p.m.

Room 282, City Hall
San Francisco, California

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AGENDA

1. ROLL CALL

2. ADOPTION OF MINUTES

   Special Meetings of the Parking and Traffic Commission held on June 18, 1991 and July 2, 1991

3. DIRECTOR'S REPORT

4. CITY ATTORNEY'S REPORT

5. COMMISSIONER'S QUESTIONS AND MATTERS

6. PUBLIC COMMENT

   The public may address the Parking and Traffic Commission on any matter within the jurisdiction of the Commission. This should not relate to any item on this agenda since public comment will be taken as each agenda item is discussed. The Chair requests that each person addressing the Commission limit herself/himself to five minutes.

7. NEW BUSINESS

   a. Resolution Recommending Approval of Award of Mission Bartlett Parking Operator Lease
   b. Commendation to Phil Chin for Excellent Service as Former Director of the San Francisco Parking Authority and Former Acting Director of Operations at the Parking and Traffic Department

8. ADJOURNMENT

OF THE CITY AND COUNTY OF SAN FRANCISCO

PARKING AND TRAFFIC COMMISSION

25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

ART AGNOS, Mayor
RINA CUTLER, Executive Director

MEETING REPORT

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION

Tuesday, July 16, 1991
1:30 p.m.
City Hall, Room 282
San Francisco, California

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Present:

Commissioners: Sonia Melara, Chair
Angelo Quaranta, Vice Chair
Arnold Chin
Dick Grosboll

Staff: Rina Cutler, Executive Director
Tim Johnson, Bureau Chief
Kevin Hagerty, Acting Director of the San Francisco Parking Authority
Jerry Robbins, Transportation Planner
Julian Hultgren, Deputy City Attorney
Renee Faison, Acting Commission Secretary

Guests: Jerome Tulchin, Resident of San Francisco
Russ Presting, S.E. Onorato Garages
Lloyd Gardner, San Francisco Department of Real Estate
Virginia Conway, Resident of San Francisco
Roberto Barragan, Mission Economic Development Association

Excused:

Commissioner: Darshan Singh

The Chair called the meeting to order at 1:31 p.m.

ROLL CALL

The roll call indicated Quorum present.

ADOPTION OF THE MINUTES

On motion of Commissioner Grosboll, seconded by Commissioner Quaranta, the Minutes of the June 18, 1991 and July 2, 1991 Regular meetings of the Parking and Traffic Commission were approved as drafted.

JUNE 18, 1991 MEETING

VOTE: AYES - Members Chin, Grosboll, Melara and Quaranta
EXCUSED - Member Singh

JULY 2, 1991 MEETING

VOTE: AYES - Members Melara and Grosboll
ABSTAIN - Members Chin and Quaranta
EXCUSED - Member Singh

The Chair asked if the vote on the July 2, 1991 Minutes of two ayes and two abstentions was sufficient to approve the Minutes. The City Attorney replied that the vote is sufficient for approving the Minutes. The City Attorney explained that technically Minutes do not require a vote of approval; however, objections to Minutes should always be noted.

DIRECTOR'S REPORT

The Executive Director informed the members that the City budget will be before the Board of Supervisors on Monday, July 22, 1991.

Embarcadero Freeway

At the Executive Director's request, Jerry Robbins, the Department of Parking and Traffic's Transportation Planner, briefed the members on demolition of the Embarcadero Freeway as well as the current and planned detours and traffic diversions in the surrounding area.

The Chair inquired about the completion date of the present phase of the demolition project. The Executive Director replied that the present phase of demolition will be completed in approximately three months. The Director also noted that twenty-five Parking Control Officers are assisting in detouring traffic.

Holiday Season Transportation

Jerry Robbins provided the Commission with a detailed report on 1990 Holiday Season Transportation Program and highlighted plans for the upcoming 1991 Program. He presented the Commission with a document dated June, 1991 which details all aspects of the 1990 Program in addition to making recommendations for future programs.

Mr. Robbins briefed the members on the overwhelming amount of traffic in the downtown area during the Holiday Season and described the special conditions associated with the 1990 Program. He opined that the Department of Parking and Traffic is able to

respond effectively to the traffic needs of the City because the Department has authority over both the city-owned parking garages and traffic enforcement.

Mr. Robbins also reported on public information efforts that were implemented during the 1990 Season including news releases, the issuance of informational pamphlets, radio traffic reports and improved directional signage. He recommended starting the public information endeavors earlier during 1991 in an effort to better educate the public.

*

Commissioner Grosboll suggested distributing the 1990 Holiday Season Transportation Program Report in the Union Square area and scheduling a hearing in order to obtain feedback on the matter. He asked who the Report will be distributed to. Mr. Robbins replied that the report will be distributed to merchants and business people in the Union Square area as well as the Union Square Association, the Hotel Council and the Garage operators. The Executive Director stated that a task force was formed to work on the issue last year and noted that a task force will also be formed this year.

Commissioner Grosboll complimented Mr. Robbins on the Report and suggested that the hearing on the matter be held as soon as possible. The Commissioner stated that he would like a study conducted on monthly rates at each of city-owned garages and suggested the matter be scheduled for hearing at the same time as the Mission Bartlett Garage monthly rates are discussed. He also suggested that the staff research if higher monthly rates can be charged during the Holiday Season. The Executive Director stated that the hearing on the matter is likely to be held at the second meeting in September.

Commissioner Grosboll suggested that the Report be disseminated to community groups and the press.

The Chair asked how the general public will be informed about the Program. Mr. Robbins replied that the public will be advised about the Program through publicity efforts including articles in the Sunday papers, flyers, news releases, advertisements at hotels and department stores, etc.

Commissioner Grosboll suggested that the 1990 Report be referenced in the Agenda when the hearing is announced.

Commissioner Chin suggested that staff contact the parking operators located in the area of Fremont Street near the off ramps regarding the possibility of keeping their lots open during the Friday, Saturday and Sunday after Thanksgiving. He also suggested that shuttle service be used to transport people to and from

shopping areas. He opined that with proper publicity, this could draw a substantial amount of business into the downtown area without causing the usual traffic complications. The Executive Director complimented the Commission on the concept and stated that staff will research the matter.

CITY ATTORNEY'S REPORT

The City Attorney had nothing to report.

COMMISSIONERS' QUESTIONS AND MATTERS

Commissioner Chin stated that the Chinatown Economic Task Force is interested in changing the traffic direction of certain streets in the Chinatown area. He asked what the impact would be if the direction of Washington Street was changed and asked if the change would conflict with the off ramp of the planned submerged roadway. The Bureau Chief responded stating that he was in attendance at the Chinatown Economic Task Force meeting in which the matter was discussed. He noted that the Task Force had indicated that the traffic direction of Washington Street was originally established to accommodate the Embarcadero Freeway. Now that the Freeway is being demolished, the Task Force would like the direction changed. At that meeting, the Bureau Chief suggested that the Task Force submit an official request to the Department. The Department would then request that the Traffic Engineering Division study the matter. The Bureau Chief noted that the matter is controversial for those residents that live on Washington Street and in adjacent areas.

*

Commissioner Chin asked if the Embarcadero demolition will be completed before the beginning of the 1991 Holiday Season. The Executive Director stated that completion is projected to occur before the beginning of the Holiday Season.

Commissioner Chin asked if plans have been made in the event that demolition has not been completed before the Holiday Season. The Executive Director reported that plans have not been made to date but she noted that regular meetings are being conducted on the matter and plans will be made should the need arise.

PUBLIC COMMENTS

Jerome Tulchin, of the Direct Legal Services, addressed the Commission. He requested that private vehicles with commercial plates be allowed to park in yellow zones. He explained that he is a contract driver that works mainly in the downtown San Francisco area conducting document filings and retrievals between various law firms and the Courts. He stated that he drives a private vehicle

with commercial plates and is unable to find parking in the downtown area in order to conduct his business. He beseeched the Commission to consider changing the regulations.

The Executive Director stated that she is opposed to changing the regulations. She explained that the yellow truck loading zones were exclusively created for trucks only because trucks were finding it difficult to locate parking. She noted that size of trucks make it impossible to park in garages and double parking of trucks impedes traffic.

Commissioner Chin suggested putting temporary diagonal yellow zones on the south side of Washington Street. The Executive Director stated that once the Freeway ramps are demolished, traffic engineers will assess the matter. At that time traffic counts and other matters will be researched.

NEW BUSINESS

Resolution No. 91-56 Recommending that the Board of Supervisors Approve Award of a Lease for the Operation of the Mission-Bartlett Parking Facility

Commissioner Chin moved to approve the Resolution as drafted. Commissioner Quaranta seconded the motion.

The Acting Director of the Parking Authority briefed the members on the Resolution. He noted that word "Park" should follow S&F wherever it appears in the Resolution.

Commissioner Chin modified his motion to include the correction as noted by the Acting Director. Commissioner Quaranta seconded the modified motion.

The members questioned staff on the Resolution as follows:

Commissioner Grosboll inquired about the garage being a conversion. The Executive Director explained that the garage is a metered garage that is being converted to an attended facility.

Commissioner Grosboll noted that S&F Park/MEDA has offered to pay the City's Department of Real Estate a sum equal to 18 percent of gross revenue or $4,000. He asked how the $4,000 amount was determined. The Acting Director replied that various factors are applied to determine the figures. Bids are reviewed and existing as well as potential revenue is studied. Also, he noted that Mission Economic Development Association (MEDA) had prepared estimates with which the staff agreed.

Commissioner Grosboll asked if the project will have community input. Roberto Barragan, Executive Director of MEDA addressed the

Commissioner. He stated that an Advisory Committee, consisting of residents and merchants in the area, will aid the project.

Commissioner Chin inquired about the average monthly revenue of the garage in a metered capacity. The Acting Director stated that the garage grossed $100,000 a year in meter revenue and cost an estimated $45,000 in expenses.

Commissioner Chin commended staff for their effort on the project.

Russ Presting, of the Onorato Garage, questioned the staff concerning the Garage as follows:

He inquired about the prevailing wages at the Garage. The Acting Director replied that there is a provision in the contract that requires the operator to pay prevailing wages. The Acting Director also noted that staff will be monitoring the project.

He asked if parking taxes will be deducted from the 18 percent of gross revenue or the $4,000. The Acting Director stated that the parking tax will be deducted.

He inquired about the parking rates. The Acting Director stated rates will be $.50 an hour, up to a five-dollar maximum or $60.00 for monthly parking.

He asked if the monthly rates will be the same charge for the residents as for the business personnel. The Acting Director replied that the rates will be the same for both residents and business personnel.

The members voted on the matter as follows:

VOTE: AYES - Members Chin, Grosboll, Melara, Quaranta
EXCUSED - Member Singh

ADJOURNMENT

The meeting adjourned at 2:25 p.m.

Respectfully submitted,

Renee Faison

Renee Faison
Acting Commission Secretary

OF THE CITY AND COUNTY OF SAN FRANCISCO

PARKING AND TRAFFIC COMMISSION

25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

ART AGNOS, Mayor
RINA CUTLER, Executive Director

NOTICE

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION

Tuesday, August 6, 1991
1:30 p.m.

Room 282, City Hall
San Francisco, California

AGENDA

1. ROLL CALL

2. ADOPTION OF MINUTES

   Regular Meeting of the Parking and Traffic Commission held on July 16, 1991

3. DIRECTOR'S REPORT

4. CITY ATTORNEY'S REPORT

5. COMMISSIONERS' QUESTIONS AND MATTERS

6. PUBLIC COMMENT

   The public may address the Parking and Traffic Commission on any matter within the jurisdiction of the Commission. This should not relate to any item on this agenda since public comment will be taken as each agenda item is discussed. The Chair requests that each person addressing the Commission limit herself/himself to five minutes.

7. NEW BUSINESS

   a. Resolution Approving the Third Modification to Gordon Chong and Associates' Contract for Services Associated with the Polk/Bush Garage
   b. Resolution Recommending that the Board of Supervisors Approve an Increase in Parking Rates at City-owned Parking Garages

8. ADJOURNMENT

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PARKING AND TRAFFIC COMMISSION

25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

ART AGNOS, Mayor
RINA CUTLER, Executive Director

MEETING REPORT

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION

Tuesday, August 6, 1991
1:30 p.m.
City Hall, Room 282
San Francisco, California

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PRESENT:

Commissioners: Sonia Melara, Chair
Angelo Quaranta, Vice Chair
Arnold Chin
Dick Grosboll
Darshan Singh

Staff: Rina Cutler, Executive Director
Tim Johnson, Bureau Chief
Kevin Hagerty, Acting Director of Parking Authority
Julian Hultgren, Deputy City Attorney
Renee Faison, Acting Commission Secretary

Guests: Richard O. Guynn, Sutter-Stockton Garage
Jonathan L. Weber, System Parking, Inc.
Jerry Foshee, Civic Center Plaza
Tim Leonoudakis, City Park
Dick Dole, Ellis O'Farrell/Japan Center
Don Whitaker, Five Star Parking
Norman Rolfe, San Francisco Tomorrow
Virginia Conway, San Francisco Resident

The Chairman called the meeting to order at 1:41 p.m.

ROLL CALL

The roll call indicated Quorum present. The Executive Director entered the meeting late due to mandatory attendance at an outside meeting.

ADOPTION OF MINUTES

On motion of Commissioner Quaranta, seconded by Commissioner Grosboll, the Minutes of the Regular Meeting of the Parking and Traffic Commission were approved as drafted.

VOTE: AYES - Members Chin, Grosboll, Melara and Quaranta
ABSTAIN - Member Singh

DIRECTOR'S REPORT

In the Executive Director's absence, the Bureau Chief reported to the Commission. He provided the members with a Boot Program status report noting that 1,201 vehicles had been booted and 2,647 had been towed as of August 5, 1991.

CITY ATTORNEY'S REPORT

The City Attorney had nothing to report.

PUBLIC COMMENTS

Virginia Conway, a San Francisco resident, asked for information regarding a news report she had heard concerning various parking tickets that had been dismissed by a San Francisco Judge. The Bureau Chief provided a briefing on the issue, explaining that Referee Hoff had dismissed both traffic and parking citations that came before her during the first several days of August, 1991. Referee Hoff's ruling for the dismissal of tickets was a result of not having a Police Officer present in her Court. That issue has since been resolved.

NEW BUSINESS

Resolution No. 91-57 Approving the Third Modification of a Contract Between Gordon Chong and the City of San Francisco for Services Associated with the Design and Construction of the Polk-Bush Garage

For the purposes of discussion, Commissioner Chin moved to approve Resolution No. 91-57. Commissioner Singh seconded the motion.

The Acting Director of the Parking Authority described the Resolution. He explained that the modification of the architectural contract of the Polk-Bush Garage would allow the architectural firm, Gordon Chong and Associates, to hire a consultant to perform necessary geotechnical analysis on the garage soil. He indicated that a soil consultant is typically hired prior

to the hiring of an architect; however, in this instance, the Department of Public Works closed the contract before a soil consultant was hired. The cost of the soil consultant is $9,700 and there is a provision in the lease which allows for an overhead charge of 20 percent for the architectural firm. The total cost to the Department will be $11,640.

*

The Commissioners questioned the staff as follows:

Commissioner Chin asked if the need for a soil consultant was anticipated when the project was initiated. The Acting Director replied that the need for a soil consultant was anticipated by Department of Parking and Traffic staff. However, the contract for the soil consultant was prepared by the Department of Public Works (DPW) and that Department made an accounting error that was not discovered before the contract was closed.

Michael Shanus, representing Gordon Chong and Associates, addressed the Commission. He explained that typically the soil consultant process involves (1) an initial report for findings prior to construction and (2) a follow-up field testing which is performed to verify that recommendations are being met from the initial report. He stated that in this instance, after the initial soil report was completed, the contract was closed. The Acting Director noted that the architectural firm was not at fault in this matter. He stated that the role of the architectural firm is to review the requirements of the contract and receive the final report and findings.

Commissioner Grosboll conveyed his concern regarding the request for additional funds and the possible project delays. He asked if the $11,640 had initially been planned for in the project budget. The Acting Director replied that the amount had been initally budgeted.

Commissioner Grosboll asked if a Board of Supervisor's Supplemental Appropriations Request will be necessary to access the funds. The Acting Director stated that a Supplemental Appropriations request is not needed since the funds were originally planned for in the budget.

Commissioner Grosboll asked how soon the soil consultant work could begin. The Acting Director replied that the consultant work could be scheduled immediately after approval of the Resolution.

Commissioner Grosboll asked what the delay would be if a regular City bidding process was used to select a soil consultant. The Acting Director stated that the entire Polk-Bush project would be delayed approximately a few months if a regular City bidding process was used.

The Commissioners questioned the staff as follows:

Commissioner Grosboll requested information on the 20 percent fee allocated to the architectural firm for the project. Mr. Shanus explained that the 20 percent fee is payment for additional services rendered in the drafting of an agreement for the soil consultant.

Commissioner Grosboll asked if the Board of Supervisors' approval is needed for the release of the funds for the project. The Acting Director stated that the Finance Committee of the Board of Supervisors is required to review the request. He added that the matter could be calendared for hearing next week.

Commissioner Grosboll asked if the soil consultant would typically be selected by the architectural firm or by the City's bidding process. The Acting Director replied that the selection process would typically be a part of the City's bidding process.

Commissioner Grosboll noted concern about the request but stated that he would vote in favor of the Resolution in order to prevent delays in the project.

VOTE:

AYES - Members Chin, Grosboll, Melara, Quaranta and Singh.

RESOLUTION RECOMMENDING TO THE BOARD OF SUPERVISORS THAT IT APPROVE RATE ADJUSTMENTS IN CITY-OWNED PARKING FACILITIES BASED ON THE INCREASE IN THE CITY'S PARKING TAX

For the purposes of discussion, Commissioner Quaranta moved to approve the Resolution. Commissioner Singh seconded the motion.

The Acting Director of the Parking Authority briefed the Commissioners on the Resolution. He reported that effective August 1, 1991, the City approved an increase in parking taxes from 20 percent to 25 percent as a part of the 1991-92 Budget Appropriation. He explained that the tax increase will make it difficult for parking operators to pay expenses and earn a profit. He recommended that the leases at all City facilities be amended to allow for the tax increase. (A copy of the proposed rate increases is attached as Exhibit A.)

*

The Executive Director entered the meeting at 2:00 p.m.

*

Commissioner Grosboll asked if the garage operators had the opportunity to respond to the proposed increases. The Acting Director replied that the operators are in agreement with the rate changes.

The Chair called for public comment.

Ed Lawson, Executive Director of the Union Square Association, beseeched the members to delay a Commission vote on the matter for two weeks in order to give the Association an opportunity to analyze the impact of the changes. He stated that he had received the information on the proposed changes only two days ago and is of the initial opinion the impact of the changes will be negative and strong. He stated that the Association understands a need to raise rates to offset the 5 percent surcharge for parking rates but he noted that most of the proposed rate changes are well above 5 percent.

Commissioner Grosboll inquired about the effects of a delay in a vote on the matter. The Executive Director replied that the parking tax increase was effective August 1, 1991. She stated that staff has attempted to prorate the parking rates to accommodate a September 1, 1991 implementation date for the rate changes. She reported that additional delays will necessitate additional rate adjustments. She noted that allowance must be made for the Board of Supervisors approval process.

Tim Leonoudakis, representing City Park, the current operator of the Union Square Garage, addressed the Commission. He requested immediate Commission approval of the item noting the urgency of preventing delays in earned revenue at the garages. He stated that attrition in patronage will occur when parking rates are increased and suggested that a quota of new revenue needs to be allowed in order to compensate for the attrition factor. He stated that the original formula regarding additional earned revenue and revenue to be returned to the City needs to be modified to allow for attrition.

The Bureau Chief commented that it is difficult for staff to predict if the rate changes will effect subscription at the various garages. But he noted that staff will monitor the patronage at the garages.

Commissioners Chin, Quaranta and Grosboll questioned Mr. Leonoudakis concerning the amount of the tax increase and whether or not further increases will be necessary.

The City Attorney explained that Mr. Leonoudakis is concerned about the share of revenue apportioned to the operators and not the amount of the parking rates.

Dick Dole, attorney for the Ellis O'Farrell and Japan Center Garages, addressed the members. He stated that his Board of Directors has not had an opportunity to thoroughly review the recommended increases. Initially, however, his Board members have one comment on the proposal: they have requested that the rate increase for the first hour of parking be changed from $.75 to $1.00 and not increased to $1.25 as Departmental staff has requested. His members are of the opinion that a $.50 increase would be too dramatic at this time.

Regarding Japan Center Garage, Mr. Dole requested the Commission be flexible concerning the monthly rates. He stated that from a cursory review, the hourly rates seem justified; however, the Garage operators would like to further analyze the monthly rates.

Commissioner Chin asked if the decision to survey the monthly rates was made because of the loss of the Kaiser Center contract. Mr. Dole replied that several factors contributed to the decision to review the rates. Among those factors are the loss of the Kaiser Center contract as well as reconsideration of special monthly rates for merchants and early birds.

Commissioner Grosboll observed that the percentage of increases for the first hour of parking far exceeds the percentage of increases for the monthly rates at the garages. He asked if operators have commented on the issue. The Acting Director responded that parking operators do not object to the higher increase in first-hour parking rates.

Commissioner Singh inquired about rates at privately-owned garages. The Acting Director replied that private garage charges vary from $1.75 to $2.00 every 20 minutes with a maximum charge of approximately $16.00.

Commissioner Grosboll asked if the Chinatown community has commented on the rate changes. The Acting Director stated that no response has been received to date.

Paul Newman, representing Portsmouth Square Garage, indicated that two of the members of his Board of Directors have requested additional time to review the rates.

The Chair called for a vote:

VOTE:

AYES - Member Singh
NOES - Members Chin, Grosboll, Melara and Quaranta

Commissioner Chin noted his concern that the nonprofit garages were not given adequate time to review the garage rates. He also noted concern regarding the variance of percentage rates of each incremental increase. He stated that if the Commission policy is to discourage monthly parking, than the monthly rates should be increase proportionally to the transient rates.

Concerning specific garages Commissioner Chin suggested the following:

Civic Center Garage - address the monthly charge.

Ellis-O'Farrell Garage - reduce the increase to $1.00 per hour. Change the 6th hour $12.00 and the maximum to $15.00.

Golden Gateway Garage - the third hour proposed rate is $6.50. All other changes are in $1.00 increments; therefore, change the third hour to $7.00 and address the monthly charge.

Japan Center - the 2nd hour is $1.75. Each of the other garage rates for the 2nd hour is proposed at $2.00. Be consistent and use the same type of formulation.

Lombard Street - increase rate to $1.00.

Marshall Square - increase rate to $1.00

Moscone Center - concerned that it is only one block away from 5th and Mission Garage yet the seventh hour rate at Moscone Center Garage is only $10.00 and the rate for 5th and Mission Garage is $11.00.

Special Events - charge $5.00.

Commissioner Grosboll suggested that the matter be reconsidered at the August 20, 1991 meeting of the Commission.

Commissioner Quaranta agreed with Commissioner Grosboll.

The Chair stated that she would like to see information concerning the attrition issue.

Commissioner Singh asked for information on the percentage of vehicles that park for one and two hours. The Acting Director stated that in most cases 80 percent of vehicles are parked for the first three hours in downtown garages. At the Ellis- O'Farrell Garage that amount is 27 percent for the first hour, 40 percent for the second hour and 19 percent for the third hour. At 5th and Mission Garage those figures are 26, 30 and 17 percent. At Sutter Stockton Garage those figures are 19, 30 and 19 percent.

DIRECTOR'S REPORT

The Executive Director reported that the Departmental budget was approved by the Board of Supervisors.

COMMISSIONERS' QUESTIONS AND MATTERS

Commissioner Grosboll asked if the Board of Supervisors made any changes to the original budget. The Executive Director stated that the budget was cut minimally by both the Mayor's Office and the Board of Supervisors. She stated that an analysis on the matter will be prepared and presented to the Commission at a future meeting.

ADJOURNMENT

The meeting adjourned at 2:45 p.m.

Sincerely,

Renee Faison

Renee Faison
Acting Commission Secretary

EXHIBIT "A"

SAN FRANCISCO PARKING AUTHORITY

PROPOSED NEW PARKING RATES
CITY OWNED PARKING FACILITIES

Garage: Civic Center

	Current	Proposed
1HR	$0.75	$1.00
2HR	$1.75	$2.00
3HR	$2.75	$3.00
4HR	$4.00	$4.50
5HR	$5.00	$5.50
6HR	$6.00	$7.00
7HR+	$7.00	**$8.00**
S. Event	$4.00	$4.00
Motorcycle		
Day	$0.75	$1.00
Monthly:		
Private	$110.00	$125.00
Government*	$91.00	$100.00

*** Government agencies are exempt from paying parking tax. Monthly rates have tax deducted from them.**

Garage: Ellis O'Farrell

	Current	Proposed
	Day (Monday -Saturday)	*Day (Monday- Sunday)*
1Hr	$0.75	$1.25
2Hr	$1.25	$2.00
3Hr	$2.50	$3.00
4Hr	$4.50	$5.00
5Hr	$7.50	$8.00
6Hr	$10.50	$11.00
7Hr	$13.50	$14.50
	Nights and Sundays	*Nights*
1Hr	$0.75	$1.25 *
2Hr	$1.25	$2.00 *
3Hr	$2.50	$3.00 *
Monthly:		
Roof	$220.00	$250.00
Inside	$225.00	$250.00

* New night rates will be in effect from 7pm-7am only.
These rates will be discontinued during Sunday daytime hours.

Garage: Fifth & Mission

	Current	Proposed
1Hr	$0.75	$1.00
2Hr	$1.25	$2.00
3Hr	$2.50	$3.00
4Hr	$4.00	$5.00
5Hr	$5.50	$7.00
6Hr	$7.00	$9.00
7Hr	$9.00	$11.00
Motorcycle		
Day	$0.25	$1.00
Monthly	$95.00	$125.00

Garage: Golden Gateway

	Current	Proposed	
1Hr	$1.00	$2.00	
2Hr	$2.00	$4.00	
3Hr	$3.50	$6.50	
4Hr	$6.50	$9.00	
5Hr	$9.50	$12.00	
6Hr	$12.50	$16.00	
7Hr	$15.50	$16.00	
Evening	$0.00	$4.00	After 6pm
Monthly	$250.00	$250.00	
Motorcycle			
Day	**$0.00**	**$3.00**	
Monthly	**$0.00**	**$50.00**	

Garage: Japan Center

	Current	Proposed	
1Hr	$0.65	$1.00	
2Hr	$1.25	$1.75	
3Hr	$2.25	$3.00	
4Hr	$3.00	$4.00	
5Hr	$4.00	$5.00	
6Hr	$5.00	$6.00	
7Hr	$6.00	$7.00	
8Hr	$7.50	$8.00	
Monthly			
Reg -Main	$93.95	$95.00	
Reg - Fillmore	$67.85	$95.00	
Kaiser-Main	$67.85	NA	
Kaiser- Fillm.	$57.40	NA	
Merchant	$41.75	$95.00	
Validations			
AMC	**$1.35**	**$1.42** *	For Three Hours
Merchant	**$1.50**	**$2.00**	For Three Hours

* **Agreement with AMC provides for a increase in the amount of parking tax increase.**

Garage: Lombard

	Current	Proposed
Day		
1Hr	$0.75	$1.00
2Hr	$1.50	$1.75
3Hr	$2.50	$2.75
4Hr	$4.00	$4.50
5Hr	$5.00	$5.50
Evening		
1Hr	$1.00	$1.25
2Hr	$2.00	$2.50
3Hr	$3.00	$3.50
Overnight	$3.00	$4.00

Lot: Marshall Square

	Current	Proposed
1Hr	$0.75	$1.00
2Hr	$1.25	$1.75
3Hr	$2.25	$2.75
4Hr	$3.25	$4.00
5Hr	$4.50	$5.50
6Hr	$5.50	$6.50
7Hr	$6.50	$6.50
S. Event	$4.00	$4.00

Garage: Moscone Center

	Current	Proposed
1Hr	$0.75	$1.00
2Hr	$1.25	$2.00
3Hr	$2.50	$3.00
4Hr	$4.00	$5.00
5Hr	$5.50	$7.00
6Hr	$7.00	$9.00
7Hr	$9.00	$10.00
S. Event	$5.00	$6.00
Early Bird	$7.00	$7.00
Monthly	$95.00	$100.00

Garage: Performing Arts

	Current	Proposed
1Hr	$0.75	$1.00
2Hr	$1.50	$2.00
3Hr	$2.50	$3.00
4Hr	$3.25	$4.00
5Hr	$4.25	$5.00
6Hr	$5.25	$6.00
7Hr	$6.25	$7.00
S. Event	$4.00	$4.00
Early Bird	$3.75	$4.25
Monthly	$95.00	$100.00

Lot: Polk/McAllister

	Current	Proposed
1Hr	$1.50	$1.50
2Hr	$2.25	$2.50
3Hr	$2.75	$3.50
4Hr	$3.50	$4.50
5Hr	$5.00	$6.00
6Hr	$8.00	$8.50
S. Event	$4.00	$4.00

Garage: Portsmouth Square

	Current	Proposed
1Hr	$0.75	$1.00
2Hr	$2.00	$2.25
3Hr	$4.00	$4.25
4Hr	$6.00	$6.25
5Hr	$8.25	$8.50
6Hr	$10.25	$10.50
7Hr	$12.00	$13.00
8Hr	$13.00	$14.00
9Hr	$14.00	$15.00
Overnight	$3.00	$4.00
Monthly	$225.00	$250.00

Lot: Seventh & Harrison

	Current	Proposed
1Hr	$1.00	$1.25
2Hr	$2.00	$2.25
3Hr	$3.00	$3.25
4Hr	$4.00	$4.25
5Hr	$5.00	$5.25
Overnight	$1.00	$2.00

Garage: St. Mary's Square

	Current	Proposed
Day		
.5 HR	$1.75	$2.00
1 HR	$3.50	$4.00
1.5 HR	$5.25	$6.00
2 HR	$7.25	$8.00
2.5 HR	$9.25	$10.00
3 HR	$11.25	$12.00
3.5 HR	$13.25	$14.00
4 HR	$14.50	$16.00
Night		
1HR	$0.75	$1.00
2HR	$2.00	$2.25
3HR	$4.00	$4.25
4HR	$5.75	$6.25
5HR	$7.25	$8.50
6HR	$9.75	$10.50
Monthly	$235.00	$250.00

Garage: Sutter/Stockton

	Current	Proposed
	Day (Monday -Saturday)	*Day (Monday- Sunday)*
1Hr	$0.75	$1.00
2Hr	$1.25	$2.00
3Hr	$2.50	$3.00
4Hr	$4.50	$5.00
5Hr	$7.50	$8.00
6Hr	$10.50	$11.00
7Hr	$13.50	$14.50
	Nights and Sundays	*Nights*
1Hr	$0.75	$1.00 *
2Hr	$1.25	$2.00 *
3Hr	$2.50	$3.00 *
Monthly:	$225.00	$250.00
Motorcycle		
Day	**$1.50**	**$2.00**
Monthly	**$0.00**	**$40.00**

* New night rates will be in effect from 7pm-7am only.

These rates will be discontinued during Sunday daytime hours.

Garage: Vallejo Street

	Current	Proposed
Day		
1 HR	$0.75	$1.00
2 HR	$1.50	$2.00
3 HR	$3.50	$4.00
4 HR	$5.50	$6.00
5HR	$7.50	$8.00
6 HR	$9.50	$10.00
7 HR	$11.25	$12.00
Night		
1HR	$1.25	$1.50
2HR	$2.50	$3.00
3HR	$4.25	$4.50
4HR	$6.00	$6.50
5HR	$8.00	$8.50
Monthly	$237.00	$250.00

Garage: Union Square

	Current	Proposed
Day		
.5 HR	$0.75	$1.00
1 HR	$2.00	$2.00
1.5 HR	$2.75	$3.00
2 HR	$3.50	$3.50
2.5 HR	$4.25	$4.50
3 HR	$5.00	$5.50
3.5 HR	$6.00	$6.50
4 HR	$7.00	$7.50
4.5 HR	$8.25	$9.00
5 HR	$9.50	$10.50
5.5 HR	$11.00	$12.00
6 HR	$11.75	$13.50
6.5 HR	$14.00	$14.50
Monthly	$275.00	$290.00

OF THE CITY AND COUNTY OF SAN FRANCISCO

PARKING AND TRAFFIC COMMISSION

25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

ART AGNOS, Mayor
RINA CUTLER, Executive Director

NOTICE

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION
SPECIAL MEETING OF THE SAN FRANCISCO PARKING AUTHORITY

Tuesday, August 20, 1991
1:30 p.m.

Room 282, City Hall
San Francisco, California

AGENDA

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION

1. ROLL CALL

2. ADOPTION OF MINUTES

Regular Meeting of the Parking and Traffic Commission held on August 6, 1991

3. DIRECTOR'S REPORT

4. CITY ATTORNEY'S REPORT

5. COMMISSIONERS' QUESTIONS AND MATTERS

6. PUBLIC COMMENT

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The public may address the Parking and Traffic Commission on any matter within the jurisdiction of the Commission. This should not relate to any item on this agenda since public comment will be taken as each agenda item is discussed. The Chair requests that each person addressing the Commission limit herself/himself to five minutes.

7. UNFINISHED BUSINESS

a. Resolution Recommending to the Board of Supervisors that it Approve Rate Adjustments in City-owned Parking Facilities Based on the Increase in the City's Parking Tax

9. ADJOURNMENT

(See Back of Page)

RECONVENE

SPECIAL MEETING OF THE SAN FRANCISCO PARKING AUTHORITY

1. ROLL CALL

2. ADOPTION OF THE MINUTES

Special Meetings of the San Francisco Parking Authority Held on June 4, 1991 and July 2, 1991

3. PUBLIC COMMENT

4. NEW BUSINESS

a. Declaration of Official Intent of the San Francisco Parking Authority to Reimburse Certain Capital Expenditures from Proceeds of Taxable or Tax Exempt Indebtedness (North Beach/Broadway)

b. Declaration of Official Intent of the San Francisco Parking Authority to Reimburse Certain Capital Expenditures from Proceeds of Taxable or Tax Exempt Indebtedness (Upper Fillmore)

c. Declaration of Official Intent of the San Francisco Parking Authority to Reimburse Certain Capital Expenditures from Proceeds of Taxable or Tax Exempt Indebtedness (Polk Street/Van Ness Avenue)

d. Declaration of Official Intent of the San Francisco Parking Authority to Reimburse Certain Capital Expenditures from Proceeds of Taxable or Tax Exempt Indebtedness (San Francisco General Hospital)

5. ADJOURNMENT

PARKING AND TRAFFIC COMMISSION
25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

OF THE CITY AND COUNTY OF SAN FRANCISCO

ART AGNOS, Mayor
RINA CUTLER, Executive Director

MEETING NOTICE

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION

Tuesday, August 20, 1991
1:30 p.m.
City Hall, Room 282
San Francisco, California 94102

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PRESENT:

Commissioners: Sonia Melara, Chair
Dick Grosboll
Darshan Singh

Staff: Rina Cutler, Executive Director
Tim Johnson, Bureau Chief
Julian Hultgren, Deputy City Attorney
Renee Faison, Acting Commission Secretary

Guests: Richard O. Guynn, Sutter-Stockton Garage
Don Whitaker, Five Star Parking
Tim Leonoudakis, City Park
Chuck Cid, Allright Parking
Jerry Foshee, Civic Center Plaza Garage
Russ Presting, S.E. Onorato Garages
Dick Dole, Ellis O'Farrell, Japan Center Garages
Edward J. Phipps, Downtown Association
J. Ganahl, S.F. Examiner
Jim Lazarus, S.F. Chamber of Commerce

EXCUSED:

Commissioners: Arnold Chin
Angelo Quaranta

The Chair called the meeting to order at 1:40 p.m.

ROLL CALL

The roll call indicated Quorum present.

ADOPTION OF MINUTES

On motion of Commissioner Singh, seconded by Commissioner Grosboll, the Minutes of the August 6, 1991 Regular Meeting of the Parking and Traffic Commission were approved as drafted.

VOTE: *AYES* - Members Grosboll, Melara and Singh
EXCUSED - Members Chin and Quaranta

DIRECTOR'S REPORT

The Executive Director provided the members with a photocopy of a letter to the General Manager of the Municipal Railway regarding the promotion of transit use in the common areas of the City-owned garages. She informed the members that more information on the matter will be forthcoming.

CITY ATTORNEY'S REPORT

The City Attorney had nothing to report.

COMMISSIONER'S QUESTIONS AND MATTERS

Commissioner Grosboll requested that at the next meeting of the Commission, the members be provided with an overview of agenda items for the next four months. He also requested that the staff list long-term items that are pending scheduling. The Executive Director acknowledged the Commissioner's request.

Commissioner Grosboll inquired about the scheduling of the Commission Neighborhood Meetings. The Executive Director stated that the issue of the scheduling of Neighborhood Commission Meetings is planned for discussion at the first Commission meeting in October, 1991 and will coincide with discussion of the Residential Parking Program recommendations.

PUBLIC COMMENTS

Virginia Conway, a resident of San Francisco, addressed the Commission concerning the Board of Supervisors' bus idling legislation. She inquired about the Department's policy on the ticketing of idling buses. The Executive Director responded that the Department of Parking and Traffic and the Police Department's policy on the ticketing of idling buses is to warn bus drivers of the violation and to issue tickets if the warning is not heeded.

UNFINISHED BUSINESS

Resolution No. 91-58 Recommending to the Board of Supervisors that it Approve Rate Adjustments in City-owned Parking Facilities Based on the Increase in the City's Parking Tax

The Executive Director briefed the members on Resolution No. 91-58. She reported that at the August 6, 1991 meeting of the Commission, staff was requested to re-assess and standardize the recommended adjustments in parking rates at City-owned parking facilities to accommodate the increase in the City's parking tax. The rate adjustments were reviewed by staff and new rate adjustments were presented to the Commission for approval (Exhibit A).

The principles used in determining the parking facility rate adjustments were (1) maintaining the Commissions' long-standing emphasis on providing low-cost short-term parking, and 2) promoting the City's "Transit First" policy by discouraging the use of monthly permits. Under these standards, the staff recommended that parking rates for the first three hours at each facility remain unchanged with the exception of Union Square Garage, Marshall Square Lot and Golden Gateway Garage.

The Chair inquired about the average parking duration of patrons in the Garage. The Executive Director replied that the overwhelming percentage of patrons using City-owned facilities park for three hours or less.

Public testimony was held on the matter as follows:

Edward Lawson, Executive Director of the Union Square Association, addressed the Commission. He thanked the members for continuing the item from the August 6, 1991 Commission Meeting and indicated that it allowed his Association an opportunity to review the recommended rate adjustments thoroughly. Mr. Lawson stated that the Union Square Association is in agreement with the new recommended rate adjustments with the exception of the rate changes for the 4th, 5th and 6th hour parking increments at the Union Square Garage. He explained that a vast number of Union Square Garage patrons park for extended periods and he opined that there may be a reduction in latter hour patronage at the Garage as a result of the rate increase. Mr. Lawson requested that the Commission reconsider the staff's recommendation for those hours.

The Executive Director and the Bureau Chief responded to Mr. Lawson's concerns. They explained that until recently the Union Square Garage was under the jurisdiction of the Recreation and Park Department and, therefore, has pre-existing rates higher than those at other City-owned parking facilities in that area. The Executive Director noted that staff's determination was based on the fact

that 50 percent of patrons park within the Garage under two hours and 75 percent of patrons park under three hours.

Tim Leonoudakis, representing City Park, the current operator of Union Square Garage, petitioned the members to reconsider the new rate recommendations for the Garage. Mr. Leonoudakis reported that the Garage is currently under-utilized due to the elevated level of the present rates and indicated that revenue projections for the coming year evidence further decreases in occupancy. He suggested that the proposed "exaggerated" increase in rates for long-term parkers will cause additional patrons to seek parking elsewhere.

Mr. Leonoudakis provided the members with a parking rate study which compared the existing and proposed rates of both the Ellis/O'Farrell and Sutter/Stockton Garages with the Union Square Garage. Comparing the garage rates, he noted several examples of the lopsided increases in the proposed rate adjustments and beseeched the Commission to apply the parking rate adjustments in increments of $.25 evenly throughout each time slot of the Union Square Garage as has been done historically.

The Executive Director commented on Mr. Leonoudakis' remarks. She reiterated her support for the proposed rate adjustments as drafted by the staff and maintained that increasing the Garage's rates in the latter time slots would be in keeping with the City's policy of accommodating short-term transient parkers at the City-owned garages. She noted that one percent of the Garage's patrons park for six hours.

Mr. Leonoudakis rebutted the Director's comments noting that the number of customers parking from three to six hours represents 20 percent of the patrons of the Garage which translates into 200,000 customers. He insisted that the recommended adjustments will cause a decrease in patronage and increase in financial difficulty for the operator. He noted that historically rate increases have been implemented evenly in each time slot.

Commissioner Grosboll inquired about the length of the operator's contract. Mr. Leonoudakis responded that the operator's contract commenced on August 1, 1991 and is for a duration of five years.

Commissioner Grosboll remarked that for some time the Commission has emphasized its support for promoting short-term transient parking and raising rates on long-term parking.

Commissioner Grosboll inquired about the date of the last rate increase at the Union Square Garage. Mr. Leonoudakis stated that the last rate increase occurred in 1988. Commissioner Grosboll remarked that regular review of parking facility rates is necessary in order to stay in line with market rates. He also noted that

there was testimony from business people and merchants at the last meeting who expressed support for the staff's recommendation.

Commissioner Grosboll inquired about the current occupancy of the Garage. Mr. Leonoudakis responded that the current occupancy of the Garage is approximately 60 percent full except during the Holiday Season when it increases.

Jim Lazarus of the San Francisco Chamber of Commerce addressed the Commission voicing the Chamber's support for maintaining standard rates in the first three time slots for parking at City-owned parking facilities. He stated that the Chamber supports the City's "Transit First" policy and noted the need to attract regional business to the City in non-peak hours in order to capture parking and tax revenues.

Mr. Lazarus recommended that the Commission explore the feasibility of marketing the Sutter/Stockton's Garage Bush Street side as a Chinatown parking resource. He stated that the Bush Street entrance could be a parking source for the area at the South end of Grant Avenue and could be advertised as a Chinatown resource while the Sutter and Stockton Street sides of the Garage could continue to be seen as a Union Square resource with the added traffic directed to the Union Square Garage. He spoke of the higher rates at Union Square Garage as compared to other City-owned parking facilities and recommended decreasing the rates at the Union Square Garage to be competitive with the Ellis/O'Farrell and Sutter/Stockton Garages. He suggested continuing the Union Square Garage discussion portion of the meeting in order to explore the prospects of a total marketing program that could attract additional business into the Garage.

Commissioner Grosboll inquired about the number of monthly parkers at the Union Square Garage. The Executive Director replied there are presently 60 monthly parkers. The Commissioner observed that the number of monthly parkers has remained constant over the last two years.

Edward Phipps, representing the Downtown Association, addressed the Commission stating that the Downtown Association is opposed to the uneven distribution in the rate adjustments proposed for the Union Square Garage. He stated that business in the Union Square area is presently suffering and he noted that businesses usually experience a decline in patronage when parking rates increase. He stated that the entire City profits from a prosperous business area and if business is driven away, the City would lose jobs and tax revenue.

Commissioner Grosboll asked if data has been collected on the length of time regional and local shoppers visit in the Downtown area and whether or not transit is being used by shoppers. Mr. Phipps replied that a study has not been conducted.

The Chair called for a motion. Commissioner Grosboll moved to approve Resolution No. 91-58 as drafted. Commissioner Singh seconded the motion.

Commissioner Grosboll commented on the shortage of transient parking spaces at the Portsmouth Square Parking Garage and requested that the staff calendar the matter for discussion in six months. He noted, in particular, his objective of examining the issue of discounted monthly rates.

The Chair also suggested calendaring the Union Square Garage rates issue for discussion in six months.

The Executive Director acknowledged the members requests and noted that staff is presently attempting to compile ten years of data on the Union Square Garage.

The Bureau Chief reported that the staff has committed to working with the Union Square Association and various downtown groups in order to gain consensus regarding the changes that will be occurring during the Ellis/O'Farrell Garage expansion.

Commissioner Singh asked if the staff had figures on revenue projections for the Union Square Garage. The Executive Director stated that a study will be conducted regarding the revenue at the Union Square Garage and staff will report to the members upon completion of that study.

VOTE ON RESOLUTION NO. 91-58:

AYES - Members Grosboll and Melara
NOES - Member Singh
EXCUSED - Members Chin and Quaranta

ADJOURNMENT

The meeting adjourned at 2:26 p.m.

RECONVENE

SPECIAL MEETING OF THE SAN FRANCISCO PARKING AUTHORITY

The Chair called the meeting to order at 2:27 p.m.

ROLL CALL

Roll call indicated Quorum present.

ADOPTION OF THE MINUTES

On motion of Commissioner Grosboll, seconded by Commissioner Singh, the Minutes of the June 4 and July 2, 1991 Special Meetings of the San Francisco Parking Authority were approved as drafted.

VOTE: *June 4, 1991 Meeting*
AYES - Members Grosboll, Melara and Singh
EXCUSED - Members Chin and Quaranta

July 2, 1991 Meeting
AYES - Members Grosboll, Melara and Singh
EXCUSED - Members Chin and Quaranta

PUBLIC COMMENT

There were no public comments.

NEW BUSINESS

Resolution No. 91-1167 - Declaration of Official Intent of the San Francisco Parking Authority to Reimburse Certain Capital Expenditures from Proceeds of Taxable or Tax Exempt Indebtedness (North Beach/Broadway)

Resolution No. 91-1168 - Declaration of Official Intent of the San Francisco Parking Authority to Reimburse Certain Capital Expenditures from Proceeds of Taxable or Tax Exempt Indebtedness (Upper Fillmore)

Resolution No. 91-1169 - Declaration of Official Intent of the San Francisco Parking Authority to Reimburse Certain Capital Expenditures from Proceeds of Taxable or Tax Exempt Indebtedness (Polk Street/Van Ness Avenue)

Resolution No. 91-1170 - Declaration of Official Intent of the San Francisco Parking Authority to Reimburse Certain Capital Expenditures from Proceeds of Taxable or Tax Exempt Indebtedness (San Francisco General Hospital)

The Executive Director provided the members with background information on the Resolutions. She explained that historically, the United States Treasury Department has allowed bond proceeds to be used to reimburse expenditures prior to the issuance of bonds.

The Treasury Department has recently issued regulations which require a Declaration of Official Intent to be adopted before expenditures are made. The Resolutions listed above are official Declarations of Intent to reimburse capital expenditures on projects in which the Parking Authority has previously allocated or expended funds.

The Bond Counsel for the Parking Authority, Rhett Currier, further described the Treasury Department regulations. She noted that the four Resolutions are identical but are given separate resolution numbers to allow easier tracking.

Commissioner Grosboll inquired about the results of a negative vote on the Resolutions. Ms. Currier replied that if the Resolutions were not passed, the Parking Authority would not be able to reimburse itself from taxes and proceeds. She indicated that the Resolutions protect the Parking Authority by keeping the options open, but are not binding.

Commissioner Grosboll inquired about the source of the funds used to reimburse the expenditures prior to the issuance of the bonds. The Executive Director replied that the source of funds for the capital expenditures will be the Off-Street Parking Fund.

Commissioner Grosboll commented that each of the garages referred to in the Resolutions are a part of Proposition F with the exception of the San Francisco General Hospital Garage. He asked for an explanation of the difference between Proposition F bonds and other bonds. Ms. Currier responded that the security for the Proposition F bonds initially comes from the General Fund and is reimbursed, at some point but concurrently, from the Off-Street Parking Fund. In the case of parking facilities that are not a part of Proposition F such as the San Francisco General Hospital Garage, there are various security structure options including obtaining the security from the Off-Street Parking Fund, thereby not having to reimburse the General Fund.

Commissioner Grosboll noted that specific areas for Proposition F bonds have been approved by the voters of San Francisco. He asked if areas not covered by Proposition F would have to return to the voters for approval. The Executive Director replied that voter approval would be needed in areas that draw upon the revenue from the General Fund.

Commissioner Grosboll asked if the San Francisco General Hospital Garage financing has been resolved. The Executive Director replied that financing of the San Francisco General Hospital Garage is being reviewed by staff.

Commissioner Grosboll moved to approve Resolution No. 91-117. Commissioner Singh seconded the motion.

Commissioner Grosboll moved to approve Resolution No. 91-1167. Commissioner Singh seconded the motion.

VOTE: *AYES* - Members Grosboll, Melara and Singh
EXCUSED - Members Chin and Quaranta

Commissioner Singh moved to approve Resolution No. 91-1168. Commissioner Grosboll seconded the motion.

VOTE: *AYES* - Members Grosboll, Melara and Singh
EXCUSED - Members Chin and Quaranta

Commissioner Singh moved to approve Resolution No. 91-1169. Commissioner Grosboll seconded the motion.

VOTE: *AYES* - Members Grosboll, Melara and Singh
EXCUSED - Members Chin and Quaranta

Commissioner Singh moved to approve Resolution No. 91-1170. Commissioner Grosboll seconded the motion.

VOTE: *AYES* - Members Grosboll, Melara and Singh
EXCUSED - Members Chin and Quaranta

ADJOURNMENT

The meeting adjourned at 2:35 p.m.

Sincerely,

Renee Faison

Renee Faison
Acting Commission Secretary

EXHIBIT "A"

SAN FRANCISCO PARKING AUTHORITY

PROPOSED NEW PARKING RATES
CITY OWNED PARKING FACILITIES

Garage: Civic Center

	Current	Proposed
1HR	$0.75	$0.75
2HR	$1.75	$1.75
3HR	$2.75	$2.75
4HR	$4.00	$4.00
5HR	$5.00	$5.00
6HR	$6.00	$6.00
7HR+	$7.00	$7.75
S. Event	$4.00	$4.00
Motorcycle		
Day	$0.75	$1.00
Monthly:		
Private	$110.00	$125.00
Government*	$91.00	$100.00

*** Government agencies are exempt from paying parking tax. Monthly rates have tax deducted from them.**

Garage: Ellis O'Farrell

	Current	Proposed
	Day (Monday -Saturday)	*Day (Monday- Sunday)*
1Hr	$0.75	$0.75
2Hr	$1.25	$1.25
3Hr	$2.50	$2.50
4Hr	$4.50	$5.00
5Hr	$7.50	$8.00
6Hr	$10.50	$11.50
7Hr	$13.50	$14.75
	Nights and Sundays	*Nights*
1Hr	$0.75	$0.75 *
2Hr	$1.25	$1.25 *
3Hr	$2.50	$2.50 *
Monthly.		
Roof	$220.00	$250.00
Inside	$225.00	$250.00

* New night rates will be in effect from 7pm-7am only.
These rates will be discontinued during Sunday daytime hours.

Garage: Fifth & Mission

	Current	Proposed	
1Hr	$0.75	$0.75	
2Hr	$1.25	$1.25	
3Hr	$2.50	$2.50	
4Hr	$4.00	$4.00	
5Hr	$5.50	$5.50	
6Hr	$7.00	$7.00	
7Hr	$9.00	$9.00	
Motorcycle			
Day	$0.25	$1.00	
Monthly	$95.00	$130.00	

Garage: Golden Gateway

	Current	Proposed	
1Hr	$1.00	$2.00	
2Hr	$2.00	$4.00	
3Hr	$3.50	$6.50	
4Hr	$6.50	$9.00	
5Hr	$9.50	$12.00	
6Hr	$12.50	$16.00	
7Hr	$15.50	$16.00	
Evening	$0.00	$4.00	After 6pm
Monthly	$250.00	$250.00	
Motorcycle			
Day	**$0.00**	**$3.00**	
Monthly	**$0.00**	**$50.00**	

Garage: Japan Center

	Current	Proposed	
1Hr	$0.65	$0.65	
2Hr	$1.25	$1.25	
3Hr	$2.25	$2.25	
4Hr	$3.00	$3.50	
5Hr	$4.00	$4.50	
6Hr	$5.00	$5.50	
7Hr	$6.00	$6.50	
8Hr	$7.50	$8.00	
Monthly			
Reg -Main	$93.95	$95.00	
Reg - Fillmore	$67.85	$95.00	
Kaiser-Main	$67.85	NA	
Kaiser- Fillm.	$57.40	NA	
Merchant	$41.75	$95.00	
Validations			
AMC	**$1.35**	**$1.42** *	For Three Hours
Merchant	**$1.50**	**$1.60**	For Three Hours

* **Agreement with AMC provides for a increase in the amount of parking tax increase.**

Garage: Lombard

	Current	Proposed
Day		
1Hr	$0.75	$0.75
2Hr	$1.50	$1.50
3Hr	$2.50	$2.50
4Hr	$4.00	$4.25
5Hr	$5.00	$5.50
Evening		
1Hr	$1.00	$1.00
2Hr	$2.00	$2.50
3Hr	$3.00	$3.50
Overnight	$3.00	$4.00

Lot: Marshall Square

	Current	Proposed
1Hr	$0.75	$0.75
2Hr	$1.25	$1.50
3Hr	$2.25	$2.50
4Hr	$3.25	$3.75
5Hr	$4.50	$5.50
6Hr	$5.50	$6.50
7Hr	$6.50	$6.50
S. Event	$4.00	$4.00

Garage: Moscone Center

	Current	Proposed
1Hr	$0.75	$0.75
2Hr	$1.25	$1.25
3Hr	$2.50	$2.50
4Hr	$4.00	$4.00
5Hr	$5.50	$5.50
6Hr	$7.00	$7.00
7Hr	$9.00	$9.00
S. Event	$5.00	$5.00
Early Bird	$7.00	$7.00
Monthly	$95.00	$130.00

Garage: Performing Arts

	Current	Proposed
1Hr	$0.75	$0.75
2Hr	$1.50	$1.50
3Hr	$2.50	$2.25
4Hr	$3.25	$3.25
5Hr	$4.25	$4.50
6Hr	$5.25	$5.50
7Hr	$6.25	$6.00
S. Event	$4.00	$4.25
Early Bird	$3.75	$4.25
Monthly	$95.00	$100.00

Lot: Polk/McAllister

	Current	Proposed
1Hr	$1.50	$1.50
2Hr	$2.25	$2.25
3Hr	$2.75	$2.75
4Hr	$3.50	$4.25
5Hr	$5.00	$6.50
6Hr	$8.00	$9.00
S. Event	$4.00	$4.00

Garage: Portsmouth Square

	Current	Proposed
1Hr	$0.75	$0.75
2Hr	$2.00	$2.00
3Hr	$4.00	$4.00
4Hr	$6.00	$6.50
5Hr	$8.25	$8.75
6Hr	$10.50	$11.25
7Hr	$13.00	$13.75
8Hr	$15.00	$16.00
Overnight	$3.00	$3.00
Monthly	$225.00	$260.00

Lot: Seventh & Harrison

	Current	Proposed
1Hr	$1.00	$1.00
2Hr	$2.00	$2.00
3Hr	$3.00	$3.50
4Hr	$4.00	$4.50
5Hr	$5.00	$5.50
Overnight	$1.00	$1.50

Garage: St. Mary's Square

	Current	Proposed
Day		
.5 HR	$1.75	$1.75
1 HR	$3.50	$3.50
1.5 HR	$5.25	$5.25
2 HR	$7.25	$7.25
2.5 HR	$9.25	$9.25
3 HR	$11.25	$11.25
3.5 HR	$13.25	$13.25
4 HR	$14.50	$15.75
Night		
1HR	$0.75	$0.75
2HR	$2.00	$2.00
3HR	$4.00	$4.00
4HR	$5.75	$5.75
5HR	$7.25	$7.25
6HR	$9.75	$9.75
Monthly	$235.00	$260.00

Garage: Sutter/Stockton

	Current	Proposed
Day (Monday -Saturday)		*Day (Monday- Sunday)*
1Hr	$0.75	$0.75
2Hr	$1.25	$1.25
3Hr	$2.50	$2.50
4Hr	$4.50	$4.75
5Hr	$7.50	$8.00
6Hr	$10.50	$11.00
7Hr	$13.50	$14.75
	Nights and Sundays	*Nights*
1Hr	$0.75	$0.75 *
2Hr	$1.25	$1.25 *
3Hr	$2.50	$2.50 *
Monthly:	$225.00	$250.00
Motorcycle		
Day	**$1.50**	**$2.00**
Monthly	**$0.00**	**$40.00**

* New night rates will be in effect from 7pm-7am only.
These rates will be discontinued during Sunday daytime hours.

Garage: Vallejo Street

	Current	Proposed
Day		
1 HR	$0.75	$0.75
2 HR	$1.50	$1.50
3 HR	$3.50	$4.00
4 HR	$5.50	$6.25
5HR	$7.50	$8.50
6 HR	$9.50	$10.50
7 HR	$11.25	$12.50
Night		
1HR	$1.25	$1.25
2HR	$2.50	$2.50
3HR	$4.25	$5.00
4HR	$6.00	$7.00
5HR	$8.00	$9.00
Monthly	$237.00	$250.00

Garage: Union Square

	Current	Proposed
Day		
.5 HR	$0.75	$0.75
1 HR	$2.00	$2.00
1.5 HR	$2.75	$2.75
2 HR	$3.50	$3.75
2.5 HR	$4.25	$5.00
3 HR	$5.00	$6.00
3.5 HR	$6.00	$7.00
4 HR	$7.00	$8.00
4.5 HR	$8.25	$9.25
5 HR	$9.50	$10.50
5.5 HR	$11.00	$12.25
6 HR	$11.75	$13.50
6.5 HR	$14.00	$15.50
Monthly	$275.00	$290.00

PARKING AND TRAFFIC COMMISSION
25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

OF THE CITY AND COUNTY OF SAN FRANCISCO

ART AGNOS, Mayor
RINA CUTLER, Executive Director

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AGENDA

NOTICE OF CANCELLATION OF MEETING

The Regular Meeting of the Parking and Traffic Commission scheduled for September 3, 1991 has been cancelled. The next Regular Meeting will be held on September 17, 1991 at 1:30 p.m. in Room 282 of City Hall. Notice of that meeting will be forthcoming.

OF THE CITY AND COUNTY OF SAN FRANCISCO

PARKING AND TRAFFIC COMMISSION

25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

ART AGNOS, Mayor
RINA CUTLER, Executive Director

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NOTICE

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION

Tuesday, September 17, 1991
1:30 p.m.

Room 282, City Hall
San Francisco, California

AGENDA

1. ROLL CALL

2. ADOPTION OF MINUTES

   Regular Meeting of the Parking and Traffic Commission held on August 20, 1991

3. DIRECTOR'S REPORT

4. CITY ATTORNEY'S REPORT

5. COMMISSIONERS' QUESTIONS AND MATTERS

6. PUBLIC COMMENT

   The public may address the Parking and Traffic Commission on any matter within the jurisdiction of the Commission. This should not relate to any item on this agenda since public comment will be taken as each agenda item is discussed. The Chair requests that each person addressing the Commission limit herself/himself to five minutes.

7. NEW BUSINESS

   a. Review of Forthcoming Agenda Items
   b. Approval of Garage Budgets:
      1. Civic Center Garage
      2. Portsmouth Square Garage
      3. 5th and Mission Garage
   c. Commendation to Phil Chin for Excellent Service as Former Director of the San Francisco Parking Authority and Former Acting Director of Operations at the Parking and Traffic Department
   d. Resolution Commending Parking Control Officers Fernando Contreras, Michele Pryal and Henry Marshall

8. ADJOURNMENT

F
20
3
7/91

PARKING AND TRAFFIC COMMISSION
25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

OF THE CITY AND COUNTY OF SAN FRANCISCO

ART AGNOS, Mayor
RINA CUTLER, Executive Director

MEETING REPORT

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION

Tuesday, September 17, 1991
1:30 p.m.
City Hall, Room 282
San Francisco, California 94102

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PRESENT:

Commissioners: Sonia Melara, Chair
Arnold Chin
Dick Grosboll
Darshan Singh

Staff: Rina Cutler, Executive Director
Tim Johnson, Bureau Chief
Kevin Hagerty, Acting Director of the San Francisco Parking Authority
Julian Hultgren, Deputy City Attorney
Renee Faison, Acting Commission Secretary

Guests: Richard O. Guynn, Sutter-Stockton Garage
Jerry Foshee, Civic Center Plaza Garage
Russ Presting, S.E. Onorato Garages
G.H. Kelleher, S.E. Onorato Garages
Jonathan L. Weber, System Parking, Inc.
Ann Bomani, San Francisco Resident
Carol Brownfield, the Greenhouse
David Pilpel, Sierra Club

EXCUSED:

Commissioners: Angelo Quaranta, Vice Chair

The Chair called the meeting to order at 1:33 p.m.

ROLL CALL

The roll call indicated Quorum present.

ADOPTION OF MINUTES

On motion of Commissioner Grosboll, seconded by Commissioner Singh, the Minutes of the August 20, 1991 Regular Meeting of the Parking and Traffic Commission were approved as drafted.

VOTE:	*AYES* -	Members Grosboll, Melara and Singh
	ABSTAIN -	Member Chin
	EXCUSED -	Member Quaranta

DIRECTOR'S REPORT

With the Members' approval, the Executive Director reported on agenda item 7a, the New Business matter regarding review of forthcoming agenda topics. She provided the members with a tentative schedule for pending San Francisco Parking Authority matters (attached as Exhibit A) and reported on Parking and Traffic Department matters as follows:

Residential Permit Parking

On September 16, 1991, the Residential Permit Parking office relocated from City Hall to commercial space in the Performing Arts Garage. The opening of the office was postponed for some time due to delays in the delivery of computer equipment. Prior to the move, citizens were mailed information on the new office location with their permit applications or renewal notices. These notices also outlined the fee increases approved by the Commission and the requirement that parking citations be paid before permits are issued.

An informal Open House is scheduled for the new office on Friday, September 27, 1991 from 5:00 p.m. to 7:00 p.m. Commission members were invited to attend.

A Commission hearing on the Residential Permit process will be scheduled for the end of October. A working group has been convened to evaluate possible changes in the Residential Parking Program and to make recommendations to the Commission on the matter.

Neighborhood Commission Meetings

It was agreed several meetings ago to delay the scheduling of Neighborhood Commission meetings until the Residential Parking Program recommendations have been presented to the members. The scheduling of neighborhood meetings will be forthcoming.

Metered Parking on Oak Street

The matter of changing metered parking time on Oak Street to accommodate the International Center was approved at the

Departmental Public Hearing and has been transmitted to the Board of Supervisors for approval.

Street Closure Legislation
In the Spring of this year, staff completed a draft of the Street Closure Legislation which proposes to take street closure issues off of the Board of Supervisors' calendar. The Clerk of the Board is working with Board members to address some of their concerns before the matter is introduced to the Board of Supervisors.

Taxi Committee
The Taxi Committee is continuing to meet concerning the recommendations made in the staff report. To date, discussions have not been scheduled concerning the Parking and Traffic Commission's assuming regulation of the taxi industry.

Racially-balanced Enforcement Workforce
At a previous meeting, Commissioner Chin had inquired about the Department's success at recruiting a racially-balanced workforce within the Enforcement Division. Based on the composition of the current workforce, the Civil Service Commission has identified the need to recruit more Asian-Americans. Asian-Americans are well-represented amongst the individuals scheduled for the Parking Control Officer testing which is scheduled for September 21, 1991.

Recognition of Newly Hired Parking Control Officers
Commissioners' Quaranta and Grosboll had previously suggested a procedure whereby newly-hired Parking Control Officers would be recognized at the conclusion of their training. Recognition of the new Parking Control Officers will occur at the conclusion of the new examination and training program.

Pending Parking Facility Agenda Items
Items to be calendared in the Spring, 1992 include (1) discussion of monthly parking spaces at garages, (2) discussion of the rates charged for monthly parking spaces, and (3) a comparison between the rates at the Union Square and the Ellis O'Farrell garages.

Review of 1990 Holiday Season Transportation Program Report
At a previous meeting, the Commission asked that the 1990 Holiday Season Transportation Program Report be calendared for hearing. Staff has recommended that a public hearing on the matter is unnecessary since the report on last year's effort has been distributed to affected businesses, transit agencies and citizens involved in the process. In addition, a task force is meeting with staff regarding this Season's program.

Beat the Backup Day
Brochures for Beat the Backup Day have been distributed to all of the City-owned parking facilities.

Departmental Picnic
The First Annual Departmental Picnic is scheduled for Sunday, September 29, 1991 at McNear's Beach in San Rafael. Commission members are invited to attend.

Boot Report
A copy of the Boot Program overview dated September 9, 1991 was provided to the Members.

Transfer of 587 and 588 Complaint Calls
The Police Department functions for handling 587 and 588 complaint calls has not been transferred to the Department of Parking and Traffic as yet, however, 24 Parking Control Officers have been assigned to the Police Department to assist in handling those complaint calls.

Standby Emergency Pay for Parking Control Officers
On September 16, 1991, a newspaper article was published regarding standby emergency status for Parking Control Officers. This was an operational decision made in order to be able to identify specific Parking Control Officers to respond to emergencies without deleting the workforce on a regular basis. A letter to the General Manager of the Civil Service Commission regarding the standby pay was presented for the Members approval.

Vacant Management Positions
There are three management positions that are currently vacant. They are the Director of Enforcement, the Director of the San Francisco Parking Authority and the Director of Operations. Position announcements have been distributed to City government departments, the private sector and to other cities in California.

Enforcement Strategies Public Hearing
It is requested that the enforcement strategies public hearing be postponed until the new Director of Enforcement has been hired. The hiring process for that Directorship will be completed in four to six weeks.

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The Commissioners questioned the Executive Director as follows:

Commissioner Singh asked if newspaper advertisement is used to recruit persons for the management positions. The Executive Director replied that the aforementioned is not Department's practice, however, notices are posted at the Civil Service Commission office and at other City agencies.

The Chair asked if community organizations are notified about the positions. The Executive Director stated that organizations in the

employment business are notified of the vacancies, however, neighborhood agencies are not.

Commissioner Singh asked if the recruitment differs for various positions. The Executive Director reported that all positions are recruited in the same manner.

Commissioner Grosboll questioned the Director concerning the Parking Control Officers' standby pay. The Executive Director replied that the matter was an operational issue and was not part of a request or grievance. She indicated that the standby pay was implemented in August, 1991 and since that date, no situations have arose necessitating the emergency use of the off-duty Parking Control Officers. She stated that there is no approval mechanism required by the Civil Service Commission for the operational issue, however, the matter must be reported to the Civil Service Commission. She stated that it is expected that the standby pay will cost approximately $150,000 a year. The funds for this cost will be paid fractionally from Departmental overtime pay and FEMA funds.

Because of the expected length of his queries concerning agenda items, Commissioner Grosboll requested the postponement of the matter until the end of the meeting. The City Attorney counselled that the matter could be appropriately discussed during the Commissioners' Questions and Matters section which could be rescheduled to follow the New Business section of the meeting; the Members agreed.

Commissioner Chin questioned the Executive Director concerning the Parking Control Officer positions. The Executive Director replied that Parking Control Officers' written examination is scheduled for September 21, 1991. Oral examinations will be scheduled for those persons who pass the written examination. The entire process will take approximately three months. Those Parking Control Officers who pass all aspects of the tests will be placed on a roster of certified employees. Persons can remain on the roster for two years. Therefore, testing is not necessary as positions become available.

Commissioner Singh asked how many persons are registered to take the examination on September 21, 1991. The Executive Director replied that 300 individuals will be tested.

Commissioner Chin moved to approve the Executive Director's letter to the Civil Service Commission. Commissioner Singh seconded the motion.

VOTE: *AYES* - Members Chin, Grosboll, Helen and Singh
EXCUSED - Member Guaranta

CITY ATTORNEY'S REPORT

The City Attorney had nothing to report.

PUBLIC COMMENTS

David Pilpel, representing the Sierra Club, had the following questions:

- Has the final budget for the Department been published? The Executive Director replied that the budget has not been received; however, it will be published when available.
- Is the Department required to prepare an annual report? The Executive Director replied that the Department is required to prepare an annual report and is in the process of writing the report.
- Has a brochure been developed describing the authority of the Department and the Commission? The Executive Director replied that a brochure is a good idea but said that there are many priorities that will prevent the matter from being immediately addressed.
- Regarding the Boot Program overview, is there information on how the actual revenue compares to the budget projections? The Bureau Chief replied that the budget projections for the Boot Program were for a 74-percent redemption rate. The redemption rate was 50 percent during the first few months of the program and is now 62 percent. The Bureau Chief noted that scofflaws with 50 to 100 citations are becoming somewhat less common as a result of the program. He stated that more boots are needed and the Department is in the process of obtaining them.

NEW BUSINESS

Resolution No. 91-1171 Commendation to Phil Chin for Excellent Service as Former Director of the San Francisco Parking Authority and Former Acting Director of Operations at the Parking and Traffic Department

The Executive Director read the Resolution No. 91-1171 which commends Phil Chin for his achievements during his service as Director of the San Francisco Parking Authority and the Acting Director of Operations at the Department of Parking and Traffic. Many of his accomplishments were listed including his efforts which were key to the successful formation of the Department of Parking and Traffic and the acquisition of the property for construction of parking facilities at California/Steiner Streets, Bush/Polk Streets and Vallejo Street/Churchill Alley.

On motion of Commissioner Grosboll, seconded by Commissioner Chin, Resolution No. 91-1171 was approved as drafted.

VOTE: *AYES* - Members Chin, Grosboll, Melara and Singh
EXCUSED - Member Quaranta

Phil Chin thanked the members and staff and stated that he is delighted and honored to be recognized by those people whose leadership he respects. He accepted the resolution on behalf of the many people in the Department who helped him to achieve his accomplishments. He commented that there are many challenges ahead of the Department and the Commission and stated that he will be supportive and cooperative in any way possible.

Approval of Garage Budgets for the Civic Center Plaza, Portsmouth Square and Fifth and Mission Garages

The Acting Director of the Parking Authority briefed the members on the budgets for the garages. Highlights of the budgets for each garage are attached as Exhibit B.

The Commissioners had the following questions:

Civic Center Garage

Commissioner Grosboll inquired about the decrease in the monthly parkers at the Garage. The Acting Director replied that the reduced number of monthly parkers is based on attrition.

Commissioner Grosboll asked how often the Garage is full. Jerry Foshee, representing the Civic Center Garage, and Jonathan Weber, representing System Parking, replied that the Garage has been full twice in the last two months. Commissioner Grosboll commented that since the Garage is not full often, the urgency to reduce the number of monthly parkers is diminished.

Commissioner Grosboll inquired about the funds allocated for marketing. He asked what the justification is for the marketing. The Acting Director replied that many persons who attend performing arts events or visit the Main Library and various office buildings in the Civic Center area are not aware of the Civic Center Garage. He indicated that many persons presently park on the west side of Van Ness Avenue. He stated that staff feels that marketing will add to the patronage of the Garage. Operators of the City-owned garages have been asked to prepare proposals for staff review concerning marketing.

Commissioner Grosboll inquired about the increase in security fees in the Garage budget. Mr. Weber explained that the security firm contracted by the Garage has increased their fees.

Commissioner Grosboll inquired about the Garage legal fees. The Executive Director explained that the Department has recently

assumed management of the Garage. The legal expenses in the budget are for both last fiscal year and this fiscal year. She noted that legal fees were billed last year, however, there was no legal fees line item in that budget during that year.

Commissioner Grosboll remarked that he is reluctant to approve a budget that includes marketing for the garage. The Executive Director defended the staff's opinion stating that an overall marketing plan for all of the City's garages is essential to identify the City-owned facilities and to inform the public of the availability of short-term inexpensive parking.

The Chair commented that she is in favor of an overall marketing plan of all of the City-owned garages.

On motion of Commissioner Chin, seconded by Commissioner Singh, the Civic Center Garage budget was approved.

VOTE: *AYES* - Members Chin, Melara and Singh
NOES - Member Grosboll
EXCUSED - Member Quaranta

Portsmouth Square Garage

Commissioner Grosboll asked for an explanation of the increase in the insurance cost in the Portsmouth Square Garage budget. Jerry Kelleher, representing S.E. Onorato Garages, stated that the increase in the budget was due to the anticipated increase in the insurance premium. He noted that three new elevators (including elevator shafts) were added to the Garage, affecting the total value of the structure.

Commissioner Chin asked if the insurance cost could be lower than projected. Mr. Kelleher acknowledged that the insurance cost could be less.

Commissioner Grosboll inquired about the increase in accounting fees. Mr. Kelleher replied that the cost for accounting fees was underestimated in prior budgets and stated that he anticipates a request for an increase in accounting fees.

Commissioner Grosboll inquired about the repairs and maintenance fees. Mr. Kelleher stated that there is a need for in-house painting.

Commissioner Grosboll inquired about the need for marketing at the Garage. Mr. Kelleher responded that marketing is needed primarily during the evening hours. He indicated that Chinatown merchants

are planning a festival for which brochures could be handed out giving directions to the Garage.

Commission Grosboll remarked that an overall marketing plan will take considerable time to design. He stated that there is only one Transportation Planner on staff and opined that transit projects should be a high priority.

Commissioner Chin observed that monthly parking at the Garage has increased 11 percent and remarked that the increase is contrary to the policy of the Commission in granting new monthly parking. The Executive Director replied that until recently, the Garage was managed by the Recreation and Park Department, therefore our Department policies were not in place.

Commissioner Chin left the meeting at 2:29 p.m.

David Pilpel commented on the budgets. He observed that the utility costs for the Garages are exorbitant. He suggested the that the Department explore a program with the Public Utilities Commission concerning energy conservation in order to reduce energy usage. He stated that it would be helpful to have parking utilization and reference information from previous years included in the budget information and remarked that it would be beneficial to include in the budget information concerning the net disposable revenue.

On motion of Commissioner Singh, seconded by Commissioner Melara, the Portsmouth Square Garage budget was approved.

VOTE: *AYES* - Members Melara and Singh
NOES - Member Grosboll
EXCUSED - Members Chin and Quaranta

5th and Mission Garage

David Pilpel asked for an explanation of the trust income. The Acting Director stated that trust income is a reserve account that earns interest. Mr. Pipel commented that it would be helpful if information was included in the budget concerning the reserve accounts.

Commissioner Grosboll requested that the information requested by Mr. Pilpel be provided to the members at the next meeting of the Commission. The Acting Director acknowledged his request.

Mr. Pilpel inquired about the debt service amount. He asked if that funding is used to pay off the bonds. The Acting Director replied that the debt service is used to pay off the bonds and

noted that the last payment is due in 1994. He added that the Garage has a 25 percent gross receipts tax requirement which is in that category.

Mr. Pilpel requested that a schedule be included in the budget when there is a service that is continuing.

On motion of Commissioner Singh, seconded by Commissioner Grosboll, the Fifth and Mission Garage budget was approved.

VOTE: *AYES* - Members Melara and Singh
NOES - Member Grosboll
EXCUSED - Members Chin and Quaranta

*

Commissioner Singh asked if the Parking Control Officers assist in traffic control at parades. The Executive Director stated that traffic control functions at parades can be performed either by the Police Department or the Parking Control Officers.

Resolution No. 91-1172 Commending Parking Control Officers Fernando Contreras, Michele Pryal and Henry Marshall

Commissioner Grosboll moved to approve Resolution No. 91-1172. Commissioner Singh seconded the motion.

The Executive Director briefed the Members on the Resolution. She explained that while the Parking Control Officers were performing their duties on July 29, 1991, they interrupted an assault in progress without regard to personal safety and detained the assailant until the Police Department arrived at the scene.

The Chair remarked that the Parking Control Officers' actions were excellent and beyond the call of duty. She suggested that press releases be prepared on the matter.

VOTE: *AYES* - Members Grosboll, Melara and Singh
EXCUSED - Members Chin and Quaranta

COMMISSIONER'S QUESTIONS AND MATTERS

The Chair and Commissioner Singh inquired about the Department's Public Hearing which was held regarding Commercial Street. The Bureau Chief reported on the matter. He stated that a public hearing will held regarding the closing of Commercial Street to

vehicular traffic between Montgomery and Kearny from 11:00 a.m. to 3:00 p.m. on weekdays thereby allowing restaurants in the area to serve lunch in the street. He noted that two and a half hours of testimony was taken on two separate occasions. He indicated that two individuals who lived or worked on Commercial Street opposed the matter, however the majority of individuals were in support of the issue. He stated that there were a few letters of opposition from persons in the Chinatown area but the Chinese Chamber of Commerce, the Chinese Merchants Association and the Chinese Community Housing Corporation support the matter. He noted that the concerns about public safety, access for emergency vehicles and cleanliness have been adequately addressed by the various agencies involved and indicated that the matter is pending Board of Supervisors review.

Commissioner Singh expressed his support for the matter.

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While referring to his memorandum to staff dated June 23, 1991, Commissioner Grosboll submitted the following comments and questions:

Regarding a parking enforcement strategy hearing, the Commissioner indicated his disappointment that the matter was not scheduled for hearing in September as planned and noted his concern regarding the suggested delay in the hearing until an Enforcement Director is on staff. He commented that procedures and methods need to be discussed immediately.

The Commissioner also noted his concern regarding the lack of response to the Controller's analysis of the enforcement program. The Executive Director stated that the Controller's analysis was prepared at the request of the Parking Authority before the Department came into being. She stated that the 99-percent of the issues in the analysis have been addressed and offered to present a written report to the Commission.

Regarding an enforcement strategy, the Executive Director explained that there is no formalized plan for enforcement. She stated that an area or function may be prioritized for enforcement but not by an individual Parking Control Officer. She noted that many decisions are made on an "as needed" basis and much of the statistical information that the Commissioner has requested is unavailable.

The Commissioner remarked that many concerns regarding enforcement have been raised at the Neighborhood Commission Meetings and commented that it is the Department's and the Commission's obligation to follow up on those items.

The Commissioner also expressed the desire to be more informed generally about enforcement. He expressed the interest in having matters such as operational issues and the assignment of Parking Control Officers discussed at a Commission hearing.

The Chair commented that it may be best to keep operational issues within the Department. She questioned if the aforementioned would be creating an opportunity for some people to illegally park.

Commissioner Grosboll opined that a public discussion may help the matter. He stated that he would be pleased if the press published articles regarding the Department's increased enforcement in various areas.

Commissioner Singh asked what the most common enforcement complaint is from the public. The Executive Director replied that the most common complaint is about parallel parking on sidewalks.

Commissioner Grosboll stated that he would like a written or oral report on enforcement which includes matters such as how enforcement priorities are established by the Department, the number of people of the various shifts, the duties of those persons, the prioritization of areas, the Saturday enforcement plan, etc.

The Executive Director agreed to prepare a written report that will be presented to the Members at the second meeting in October and to schedule the matter as an agenda item for the first meeting in November. Commissioner Grosboll noted that the first meeting in November is scheduled on the same date as Election Day.

The Commissioner also noted that Commissioner Chin had raised the issue of handheld devices that should be discussed at that meeting.

Commissioner Grosboll also requested that the following issues listed in his June 23, 1991 memorandum be addressed:

- Promoting transit hearing. The Commissioner requested that the Director report to the Members on this at the next meeting of the Commission.

- Accidents/streets-preventing accidents. The Commissioner stated that the matter should be examined once a year.

- Candlestick Park traffic. The Commissioner requested that the Transportation Planner report to the Commission on the matter in the near future.

- Complaint process. The Commissioner suggested that the Executive Director report on the matter in the near future.

- Procedure for selecting the next garage to be built.

- Other departments/action affecting Parking/Traffic and Transit.

- Annual report for the Commission.

Commissioner Grosboll requested that staff prepare quarterly reports regarding citation and revenue data.

The Commissioner stated that he will contact the Executive Director concerning questions he has on other matters.

ADJOURNMENT

The meeting adjourned at 3:13 p.m.

Sincerely,

Renee Faison

Renee Faison
Acting Commission Secretary

ISSUES REQUIRING P & T or PARKING AUTHORITY COMMISSION ACTION:

TENTATIVE SCHEDULE

1. San Francisco General Hospital Garage

A) Approval of Terms of Architectural Services Contract	(Oct.15)
B) Approval of Financing Plan	(November)
C) Various Design Approvals	(1992)

2. California/Steiner Property

A) Approval of terms of acquisition of property agreement	(Oct.-Nov.)

3. Polk/Bush Garage

A) Approval of bid documents for leasing garage and commercial spaces	(Feb.-Mar.'92)

4. Fifth-Mission Garage Expansion

A) Approval of project	(Nov.-Dec.)
B) Approval of financing plan	(Nov.-Dec.)

5. Vallejo/Churchill Garage

A) Approval of terms of Architectural Services Contract	(Oct.15)
B) Approval of terms of acquisition of property agreement	(Nov.)
C) Approval of Financing Plan	(Nov.-Dec)

6. Polk/McAllister Lot:

A) Award of parking operator lease	(Oct. 1)

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EXHIBIT "A"

CIVIC CENTER PLAZA GARAGE

REVENUES

During the fiscal year ending April 30, 1991, total garage revenues were down $124,823 or 9.7 percent from $1,283,373 to $1,158,550. Transient revenues decreased $92,182 or 9.4 percent from $973,039 to $880,857. Monthly revenues decreased $32,698 or 10.5 percent from $310,334 to $277,636.

Some of the reasons resulting in the decrease were the new policy of closing the garage at Midnight, decrease in monthly parkers, general economic conditions, and the reluctance of clientele to use the garage because of the homeless community in Civic Plaza.

During this fiscal year, garage revenue is projected to increase by $66,450 or 5.7 percent from $1,158,550 to $1,225,000. These new revenues should result from the increase in the number of events or activities scheduled for the Civic Center area and the garage's accommodation of patrons attending these events.

EXPENSES

For the fiscal year ending April 30, 1991, expenses decreased $21,685 or 3.1 percent from the previous year and from $698,056 to $676,371. This decrease in expenses is primarily due to the closing the garage at Midnight.

Anticipated garage expenses for the new fiscal year are expected to increase by 6.3 percent or $42,749. Of this, $15,897 is attributable to increased payroll and payroll-related expenses mandated by the provisions of the Union contract. Legal expenses were accrued and billed in 1990/1991, but were not paid. Also, $6,124 is budgeted for increases for contracted security.

REMARKS

Because this garage was previously under the aegis of the Recreation and Park Commission and functioned directly under its Finance Department, some changes in procedure and budget format were required. In addition, the previous garage manager retired with very little notice, and a new manager was hired without sufficient opportunity to acquaint himself with the previous budget history and formats.

The bonds financing this garage have been retired and the Corporation continues to run the garage at the request of the City pending determination of plans to develop the parking under the Civic Center in connection with the construction of the new library. Even prior to the final redemption of bonds, this Corporation had a unique financing structure in that the only income to the Corporation was a rent payment from the City, and the operating expenses are paid directly by the City from garage revenues deposited with the City Treasurer.

EXHIBIT B

PORTSMOUTH SQUARE

REVENUES:

During the fiscal year ending April 30, 1991, total parking revenues were down $8113 from $1,947,863 to $1,939,750 from the previous year. Transient revenues decreased $32,127 or two percent from $1,727,127 to $1,695,000. Monthly parking revenues increased $24,143 or eleven percent from $219,607 to $243,750.

Projected revenues from the past fiscal year of $2,000,100 were not acheived. This was a result of a number of factors including the closure of the Embarcadero Freeway, a decrease in the number of shoppers in Chinatown and general economic conditions.

During this fiscal year it is expected that total revenues will increase $52,950 from the previous year. Transient revenues are expected to increase $55,000 and monthly parking revenues are expected to decrease $2,050. Projected increases are attributed to patrons adjusting to the Embarcadero Freeway project, an improved economic climate, and the marketing efforts of the Chinatown business community.

EXPENSES

For fiscal year ending April 30, 1991, expenses decreased $18,298 from the previous year from $771,200 to $789,498. This reduction in cost was primarily the result of lower security costs and deferred maintenance.

Anticipated expenses for the new fiscal year are expected to increase by $49,000 or 6.4 percent. Of these new costs, $17,000 is anticipated in wages and benefit costs mandated by the union contract, higher insurance costs of $12,000 and $7,200 in increased security costs.

BUDGET SUMMARY

FIFTH - MISSION GARAGE

REVENUES

During the fiscal year ending April 30, 1991 total parking revenues were down $32,162 or one percent from the previous year, from $3,219,162 to $3,187,000. Transient revenues increased by $37,365 or 1.4 percent, from $2,675,635 to $2,713,000. Monthly parking revenues decreased by $61,024 or eleven percent, from $531,024 to $470,000. This was a result of the Department's policy of reducing the number of monthly parkers through attrition.

Projected revenues for the past fiscal year of $3,220,000 were not achieved. This was a result of a number of factors including disruption of freeway and street traffic going to the garage, a decrease in the number of shoppers using the San Francisco Centre, the end of the Marriott Hotel promotional activities, and general economic conditions.

During this fiscal year, it is expected that total garage revenues will further decrease by $37,000. This is due to further reductions of monthly parking income. The transient garage income is expected to increase by $22,000.

EXPENSES

During the year ending April 30, 1991, operational expenses increased by $51,149 or 3.8 percent from the previous year, from $1,360,540 to $1,411,689. This was, however, $106,711 under the amount approved in the budget for fiscal year 1990 - 1991. This was primarily due to the fact that only $30,795 of the $130,000 budgeted for insurance fees was expended.

The budget anticipates that garage expenses will increase by $143,611 or 10.7 percent during the present fiscal year. However, it is likely that the increase will be $40,000 or less because, more than likely, the operators will not be required to purchase earthquake insurance.

OF THE CITY AND COUNTY OF SAN FRANCISCO

PARKING AND TRAFFIC COMMISSION

25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

ART AGNOS, Mayor
RINA CUTLER, Executive Director

NOTICE

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION

Tuesday, October 1, 1991
1:30 p.m.

Room 282, City Hall
San Francisco, California

DOCUMENTS DEPT.

SEP 27 1991

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AGENDA

1. ROLL CALL

2. ADOPTION OF MINUTES

   Regular Meeting of the Parking and Traffic Commission held on September 17, 1991

3. DIRECTOR'S REPORT

4. CITY ATTORNEY'S REPORT

5. COMMISSIONERS' QUESTIONS AND MATTERS

6. PUBLIC COMMENT

   The public may address the Parking and Traffic Commission on any matter within the jurisdiction of the Commission. This should not relate to any item on this agenda since public comment will be taken as each agenda item is discussed. The Chair requests that each person addressing the Commission limit herself/nimself to five minutes.

7. NEW BUSINESS

   a. Resolution Recommending that the Board of Supervisors Approve Award of a Lease for the Operation of the Polk-McAllister Parking Facility

8. ADJOURNMENT

OF THE CITY AND COUNTY OF SAN FRANCISCO

PARKING AND TRAFFIC COMMISSION

25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

ART AGNOS, Mayor
RINA CUTLER, Executive Director

MEETING REPORT

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION

Tuesday, October 1, 1991
1:30 p.m.
City Hall, Room 282
San Francisco, California 94102

DOCUMENTS DEPT.

OCT 16 1991

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PRESENT:

Commissioners: Sonia Melara, Chair
Arnold Chin
Dick Grosboll
Darshan Singh

Staff: Rina Cutler, Executive Director
Tim Johnson, Bureau Chief
Kevin Hagerty, Acting Director of the San Francisco Parking Authority
Julian Hultgren, Deputy City Attorney
Renee Faison, Acting Comm. Secretary

Guests: Richard Guynn, Sutter-Stockton Garage
Russ Presting, S.E. Onorato Garages
John Lin, Dept. of Parking and Traffic
Paul Newman, Keil & Connolly
Richard Stein, City Parking Company

EXCUSED:

Commissioners: Angelo Quaranta, Vice Chair

The Chair called the meeting to order at 1:35 p.m.

ROLL CALL

The roll call indicated Quorum present.

ADOPTION OF MINUTES

On motion of Commissioner Grosboll, seconded by Commissioner Chin, the Minutes of the September 17, 1991 Regular Meeting of the Parking and Traffic Commission were approved as drafted.

VOTE: *AYES* - Members Chin, Grosboll, Melara and Singh
EXCUSED - Member Quaranta

DIRECTOR'S REPORT

Boot Program Overview
The Executive Director provided the Members with a written report on the Boot Program for September, 1991. She indicated that quarterly report figures are forthcoming from Municipal Court and will be presented to the Members at the October 15, 1991 meeting of the Commission.

Broadway Street Traffic Reconfiguration
At Commissioner Chin's request, a briefing was held on the Board of Supervisors Resolution which will institute a left hand turn from Broadway Street onto Columbus Avenue. The Executive Director briefly described the Resolution and noted that the Department adamantly opposed the Resolution at the Board of Supervisors' hearing on the matter, but to no avail. The Resolution has been passed and a Departmental Public Hearing on the matter will be held on October 4, 1991 at 10:30 a.m. in Room 282 of City Hall as a part of the Department's regular process.

Bond Yee, a Department Traffic Engineer, provided the members with technical findings on the matter. He reported as follows:

Before the 1989 Earthquake, 18,000 vehicles per day travelled eastbound on Broadway Street; the vehicle count is presently 14,000. The Department opposes the Resolution for various reasons, including that it will (1) eliminate existing parking spaces on Broadway Street; (2) eliminate the pedestrian safety crosswalks presently in place; and (3) pose a potential safety problem during the morning tow-away hours on the south side of the street.

*

The Members had the following comments and questions:

Commissioner Chin inquired about the date of the Board of Supervisors' hearing on the Resolution. Mr. Yee replied that the Board heard the matter in April, 1991.

Commissioner Chin commented on the Parking and Traffic Commission's limited regulatory power. He stated that when electorate passed Proposition D, it was determined that traffic and parking related issues would be handled by the Parking and Traffic Commission. He stated that many of the regulatory aspects of what the Commission attempts to accomplish is hampered because the Commission has neither the authority nor the power to create the necessary regulations.

Commissioner Chin noted his concern regarding:

- the loss of on-street parking on Broadway Street;
- the elimination of a major crosswalk which was established to thwart the prior high level incidence of accidents at that intersection;
- the potential hazards that may be caused by traffic congestions, including on-street access by the Fire Department located in the area;
- and the fiscal implications of the creation of the left hand turn.

The Executive Director agreed with Commissioner Chin and asked for counsel from the City Attorney regarding the regulations that empower the Board of Supervisors to make parking and traffic related decisions. The City Attorney replied that provisions within the Charter empower the Board of Supervisors with certain legislative powers including directives concerning parking and traffic issues.

Commissioner Singh directed the Executive Director to write a letter to the Board of Supervisors describing the Commission's viewpoint regarding the Broadway Street left hand turn. The Executive Director acknowledged the Commissioner's request.

Commissioner Grosboll concurred with Commissioner Chin's observations regarding the limited power of the Commission and suggested that the members examine the matter further to determine how to move forward. The Executive Director noted that the Board of Supervisors has authority over approval of matters for almost all of the Commissions within the City.

Commissioner Chin replied that there is a distinction between the Parking and Traffic Commission and the other Commissions within the City and County of San Francisco because the Parking and Traffic Commission has been charged specifically by a vote of the electorate to handle parking and traffic issues. He opined that if the Parking and Traffic Commission does not have the actual authority to carry out decisions with regard to the impact of parking and traffic issues, then Proposition D is ineffectual.

The City Attorney explained that Proposition D did not affect the powers of the Board of Supervisors. He stated that the Proposition

affected the powers of the various Departments which consolidated to form the Department of Parking and Traffic. He commented that the language of the Proposition maintains that the Commission will have jurisdiction over parking and traffic issues to the exclusion of all other agencies unless specifically provided otherwise by the Charter. He noted that the Proposition does not state that the Commission has jurisdiction over issues previously vested in the Board of Supervisors.

The Chair asked by what means could the Board of Supervisors process be changed. The City Attorney replied that if the Board of Supervisors desired to change the process, it could be done by Charter amendment.

The Chair inquired about the Board of Supervisors' vote on the Broadway issue. Mr. Yee replied that the vote was 9-0 in favor of the Resolution with two Supervisors absent.

Commissioner Grosboll requested that the project be monitored for complaints and number of accidents.

Mr. Yee reported that there are several complications in the project:

- The Board of Supervisors has requested that the left hand turn signal be installed. However, turns would not be permitted during the hours of 7-9 a.m. and 4-6 p.m. From a technical standpoint, turn signals cannot be shut off and turned on automatically;
- The left hand turn pocket on Broadway Street is only adequate to hold only five to six vehicles. This poses a traffic congestion problem;
- The design implications for the mass arm of the left turn signal cannot be performed solely with City forces because it involves digging a large hole and pouring a foundation. Part of the project will have to be performed by an outside contractor.

The Members requested to be noticed on projects that are of a controversial nature. The Executive Director requested guidance on identifying issues on which the Members would like a briefing. The Chair suggested that the Members present suggestions to the staff at the next meeting of the Commission

Surplus Reserve Funds of Nonprofit Garages

The Acting Director of the Parking Authority presented the Members with a briefing on the surplus reserve funds of the nonprofit garages. He noted that there is $2,645,671 in reserve at the Sutter/Stockton Garage, $1,273,000 at the Fifth and Mission Garage,

$3,113,801 at the Ellis O'Farrell Garage. The Japan Center, Civic Center and Portsmouth Square Garages have no funds in reserve. He explained that the reserve funds are designed to meet the debt service requirements of capital improvements. He explained that most of the garages were funded with bond financing in which a series of reserves are required. After the reserve requirements are all met, the excess money is placed into a surplus reserve fund.

Commissioner Grosboll inquired about the placement of the interest earned on the funds. The Acting Director reported that the interest earned on the funds is placed into the fund.

Report on the Enforcement Division

The Executive Director presented the members with a written report on the Enforcement Division that will be discussed at the Enforcement hearing scheduled to be heard at the October 15, 1991 meeting of the Commission. She requested direction from the members concerning its contents. The Chair suggested that the matter be held as the last item of the meeting. The members agreed.

Christmas Party

The Executive Director reported that the Departmental Christmas Party is scheduled for Friday, December 13, 1991.

CITY ATTORNEY'S REPORT

The City Attorney had nothing to report.

COMMISSIONER'S QUESTIONS AND MATTERS

Commissioner Grosboll asked if the California/Steiner project is on schedule. The Acting Director replied that the date for substantial completion of the project is December 6, 1991.

Commissioner Grosboll reminded staff that it is important to prepare quarterly reports on the status of City-owned parking garages and lot projects in order to avoid getting behind on schedules.

Commissioner Chin commented on the Boot Report. He stated that, in the future, he would like the Report to list comparison data from the onset of the program including percentage figures. The Bureau Chief acknowledged the Commissioner's request and noted that the workload for the project has remained fairly static over time. He indicated, however, that the redemption rate on citations has

increased during the eight months that the program has been in operation.

Commissioner Chin requested a report on the number of active scofflaws. The Bureau Chief acknowledged his request.

Commissioner Grosboll asked if the number of scofflaws has increased or decreased. The Bureau Chief replied that the number of individuals with ten citations or more has remained consistent. However the large number of citations for individuals (20 or more) and the medium level of citations has decreased.

Commissioner Grosboll commented that it would be useful to have a public hearing on the Program after it has been in existence for a year.

PUBLIC COMMENTS

Virginia Conway addressed the Members. She noted her objection to the crosswalk closure on Broadway Street and requested that lights be installed at the Polk/Bush Garage.

Ms. Conway inquired about ticket payment by rental car agencies. The Executive Director replied that Municipal Court has a program with the rental car agencies that requires them to produce the name and address of the person who received the ticket.

NEW BUSINESS

Resolution No. 91-1173 Recommending that the Board of Supervisors Approve Award of a Lease for the Operation of the Polk/McAllister Parking Facility

On motion of Commissioner Grosboll, seconded by Commissioner Chin, Resolution No. 91-1173 was approved as drafted.

The Acting Director of the Parking Authority briefed the Members on the Resolution. He reported on staff's endorsement of City Parking Company as the awardee of the operator's lease at the Polk/McAllister parking facility. He explained the bid process and the results of the bid. City Parking Company was the highest bidder at 69.90 percent.

*

Commissioner Chin inquired about the possibility of the Department of Public Works constructing a new building on the site. The Acting Director stated that the lease was designed to accommodate the erection of a new building on the site. He stated that the lease is for a three year period and has a six month cancellation

clause. He noted that the Department has been working closely with the Department of Real Estate and the Chief Administrator's Office on the matter.

Commissioner Grosboll inquired about the current operator of the facility and the current percentage rate. The Acting Director replied that the current operator is the City Park and the current percentage rate is 50 percent. He noted that the percentage was reduced considerably because the Department required the operator to make capital improvements in the facility.

Commissioner Grosboll inquired about the operating hours of the facility. The Acting Director responded that an attendant is on duty at the facility from 7:00 a.m. to 6:00 p.m. After 6 p.m., the lot remains opened but money boxes are used for collection of parking fees. He noted that there is a special events rate at the facility and attendants are used on those occasions.

Commissioner Grosboll inquired about the controls over the money boxes. The Acting Director replied that the boxes are checked during the evening hours when the lot is unattended. If someone has parked but has not paid the parking fee, an envelope is placed on the window of the vehicle and the license plate numbers are tracked.

Commissioner Grosboll asked if the parking operator is monitored as to how much money is collected. The Acting Director replied that it is difficult to monitor those funds.

VOTE: *AYES* - Members Chin, Grosboll, Melara and Singh
EXCUSED - Member Quaranta

Enforcement Report

Commissioner Chin suggested that a section be added to the report addressing the Leave Policy of the Department. He also requested information on the formula for Vacation Leave be included. The Executive Director replied that there is an assigned number of vacation slots that can be approved for each shift. The number of vacation slots varies according to the number of Parking Control Officers on a particular shift. Regarding Sick Leave, the Director reported that there is a series of letters that is generated on a quarterly basis concerning the use of Sick Leave.

Commissioner Chin inquired about the number of Parking Control Officers on the 11 p.m. to 7 a.m. shift. He noted that usually there are six officers on a shift, however, during one week there were five officers on duty. The Executive Director replied that

there are five routes on that shift. One route is large and has two officers covering it. However, if one officer is absent, the route is covered by one officer.

Commissioner Grosboll stated that he would be interested in being briefed at the hearing on the number of employees on the Saturday shift.

Commissioner Chin requested a briefing on the Sunday enforcement.

Commissioner Grosboll inquired about the use of the term "general enforcement." The Executive Director reported that general enforcement refers to assignments that are given that are not assigned beats.

Commissioner Grosboll asked how the shifts were determined. The Executive Director replied that the shift hours were inherited from the Police Department. She noted, however, that a new shift was created at 11 a.m. This shift was created to cover meter enforcement. The 10:00 a.m. to 6 p.m. shift is assigned to tow away zones and fixed posts and meter coverage was crucially needed.

Commissioner Grosboll requested a briefing on assigned task functions for each shift including geographic locations. He also requested any data on special assignments such as the enforcement at the Embarcadero.

November 5, 1991 Commission Meeting

Commissioner Grosboll observed that November 5, 1991 is Election Day and a scheduled Commission Meeting Day. The Members discussed the matter and determined that the meeting should be canceled because of the lack of Quorum. The Chair instructed the Commission Secretary to cancel the meeting. The Commission Secretary acknowledged the request.

Commissioner Chin commented that with the Embarcadero razing and the diversion of traffic onto Battery Street as a major access arterial to the Bay Bridge, Montgomery Street is now congested from 5:30 p.m. to 7:30 p.m. He noted the traffic is backed up to North Beach. He stated that part of the problem is on that on the South side of Montgomery Street between Washington Street and Market Street there is a tow away zone for people who park after 6:00 p.m. He requested that a public hearing be held on the regulation change. The Executive Director acknowledged his request.

ADJOURNMENT

The meeting adjourned at 3:00 p.m.

Sincerely,

Renee Faison
Acting Commission Secretary

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OF THE CITY AND COUNTY OF SAN FRANCISCO

PARKING AND TRAFFIC COMMISSION

25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

ART AGNOS, Mayor
RINA CUTLER, Executive Director

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NOTICE

NOTICE OF CANCELLATION OF MEETING

The Regular Meeting of the Parking and Traffic Commission scheduled for November 5, 1991 has been canceled.

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION

Tuesday, October 15, 1991
1:30 p.m.

Room 282, City Hall
San Francisco, California

AGENDA

1. *ROLL CALL*

2. *ADOPTION OF MINUTES*

   Regular Meeting of the Parking and Traffic Commission held on October 1, 1991

3. *DIRECTOR'S REPORT*

4. *CITY ATTORNEY'S REPORT*

5. *COMMISSIONERS' QUESTIONS AND MATTERS*

6. *PUBLIC COMMENT*

   The public may address the Parking and Traffic Commission on any matter within the jurisdiction of the Commission. This should not relate to any item on this agenda since public comment will be taken as each agenda item is discussed. The Chair requests that each person addressing the Commission limit herself/himself to five minutes.

7. *NEW BUSINESS*

   a. Hearing on the Priorities of the Enforcement Division
   b. Resolution Regarding Abandoned Vehicle Legislation and the Establishment of a Service Authority

8. *ADJOURNMENT*

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OF THE CITY AND COUNTY OF SAN FRANCISCO

PARKING AND TRAFFIC COMMISSION

25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

ART AGNOS, Mayor
RINA CUTLER, Executive Director

MEETING REPORT

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION

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Tuesday, October 15, 1991
1:30 p.m.
City Hall, Room 282
San Francisco, California 94102

PRESENT:

Commissioners: Sonia Melara, Chair
Angelo Quaranta, Vice Chair
Arnold Chin
Dick Grosboll

Staff: Rina Cutler, Executive Director
Tim Johnson, Bureau Chief
Kevin Hagerty, Acting Director of the San Francisco Parking Authority
Julian Hultgren, Deputy City Attorney
Renee Faison, Acting Commission Secretary

Guests: Richard Guynn, Sutter-Stockton Garage
Jerry Foshee, Civic Center Plaza
Harold Hoogasian, Council of District Merchants
Virginia Conway, San Francisco Resident
Loella Harria, San Franicsco Resident
Gloria Fontinello, Marina Neighborhood Association
Nancy Lynch, Parking Control Supervisor
Michael Woodruff, Parking Control Supervisor

EXCUSED:

Commissioner: Darshan Singh

The Chair called the meeting to order at 1:31 p.m.

ROLL CALL

The roll call indicated Quorum present. Commissioner Quaranta entered the meeting at 1:52 p.m.

ADOPTION OF MINUTES

On motion of Commissioner Chin, seconded by Commissioner Grosboll, the Minutes of the October 1, 1991 Regular Meeting of the Parking and Traffic Commission were approved as drafted.

VOTE: *AYES* - Members Chin, Grosboll, and Melara
EXCUSED - Members Quaranta and Singh

DIRECTOR'S REPORT

Board of Supervisors Proposal to Allow a Left Hand turn on Broadway Street

At the October 1, 1991 Commission Meeting, the Executive Director reported on legislation proposed by the Board of Supervisors which would establish a left hand turn from Broadway Street onto Columbus Avenue. At that time, the Commission expressed concern regarding the proposal and requested that the Executive Director send a letter to the author of the legislation indicating the Commission's position on the matter.

The Executive Director informed the Commission that a Departmental public hearing has been held on the matter. As a result, a mutually acceptable resolution has been reached whereby the Board of Supervisors will rescind the original proposal and submit a new proposal to establish a left turn onto Powell Street from Broadway Street.

The members thanked the Executive Director and staff for a job well done.

Mission Bartlett Garage Grand Opening

The Executive Director invited the members to attend the grand opening of the Mission Bartlett Garage which is scheduled for October 31, 1991 at 11:00 a.m. The unofficial opening of the Garage is scheduled for October 18, 1991.

FEMA Reimbursement

The Executive Director reported that staff has estimated Departmental costs associated with the demolition of the Embarcadero and Central Freeways to be approximately $210,000. Reimbursement for these costs is being sought from FEMA.

Sunday Rate Change at the Sutter-Stockton Garage

The Department of Parking and Traffic has been requested to testify before the Board of Supervisors concerning a proposed change in parking rate at the Sutter-Stockton Garage. The Acting Director of the San Francisco Parking Authority briefed the members on the proposal at the request of the Executive Director.

The Acting Director reported that the maximum Sunday charge for parking at the Ellis-O'Farrell and Sutter-Stockton Garages had been $2.50. Those rates were increased by vote of the Commission and the Board of Supervisors to accommodate the parking tax increase. It was the staff's opinion at that time that an increase in Sunday rates at the Ellis-O'Farrell Garage was necessary in order to discourage all-day parking and encourage transient parking. It was agreed that the same concept would be used at the Sutter-Stockton Garage.

The business community and the Board of Directors of the Sutter-Stockton Garage are now requesting that the Sunday rates at the Sutter-Stockton Garage return to $2.50. They have noted that while the Ellis-O'Farrell Garage is consistently full on Sundays, approximately 25 percent of the parking spaces remain available at the Sutter-Stockton Garage on that day and the lower rates will attract more customers.

*

Commission Grosboll inquired about the present Sunday rate at the Garage. The Executive Director replied that the Sunday rate of $14.75 is scheduled for implementation on October 20, 1991.

Commissioner Grosboll inquired about the financial implications of reducing the garage rate. The Executive Director replied that staff has determined that there will be no major financial implication from reducing the parking rate at the Sutter-Stockton Garage on Sunday. She indicated that the lower parking rate should attract customers who have parked at the Ellis-O'Farrell Garage at that lower rate in the past. She also noted that marketing will be essential to increase patronage at the Sutter-Stockton Garage.

Commissioner Grosboll asked if other City-owned garages have a special Sunday rate. The Acting Director replied that no other City-owned garage has a special Sunday rate. She noted that the Board of Supervisors is currently considering the matter for public hearing.

Commissioner Chin asked what the projections are for the number of customers who will park at the Sutter-Stockton Garage at the present $14.75 Sunday rate. Mr. Guynn replied that he is researching the matter and is in the process of preparing a report.

Commissioner Grosboll asked if the operators at the Ellis-O'Farrell Garage oppose the proposed change in rates at the Sutter-Stockton Garage. The Acting Director replied that the Ellis-O'Farrell Garage operators do not oppose the change in rates at the Sutter-Stockton Garage. The Executive Director added that the merchants oppose the Ellis-O'Farrell Garage rates remaining at $2.50 because customers park for the full day at the Garage, the Garage remains full and transient parking is unavailable.

Commissioner Chin asked if the Union Square Garage has voiced objections to the change in the Sutter-Stockton rates. The Acting Director replied that the Union Square Garage operators have not been informed of the change in rates at the Sutter-Stockton Garage.

Commissioner Grosboll recommended that the Executive Director inform the Board of Supervisors that the Commission has no objections to the proposal. The members agreed. The Executive Director suggested that the Board of Supervisors be informed of the Commission's desire to reserve the right to voice an objection to the rate change should the change prove to be unsuccessful. The members agreed.

Enforcement Pilot Program

The Executive Director reported on a pilot program for increased enforcement on Union Street and West Portal Avenue. As a part of this program, stickers will be placed on meters indicating "meter feeding is illegal, time limit strictly enforced. At the end of a three-month period, the program will be evaluated. If the program proves to be successful, the staff will approach the District Council with a proposed City-wide program.

*

The Chair remarked that many merchants are guilty of meter feeding and asked if the Department was working with the merchants on the pilot program. The Executive Director acknowledged the Chair's concerns and replied that a letter on the matter has been sent to all merchants on both commercial strips informing them of the program. Additionally, the request for the program came directly from the neighborhood Merchant Association.

Commissioner Grosboll requested that a hearing be held after the pilot program has been evaluated. The Executive Director acknowledged the Commissioner's request.

AB 2170

Bill number AB 2170, which allows cities to seek civil judgements against motorists with outstanding parking tickets and to garnish wages, was passed in Sacramento last year. The Executive Director reported that staff will be meeting with the Municipal Court and the City Attorney's Office in attempts to institute the civil judgement process.

Revenue/Citation Report - First Quarter FY 1991 - 1992

Revenue and citation figures for the first quarter of Fiscal Year 91-91 and comparisons of the first quarter of Fiscal Year 90-91 was provided to the Commission for their information.

CITY ATTORNEY'S REPORT

The City Attorney had nothing to report.

COMMISSIONER'S QUESTIONS AND MATTERS

Commissioner Quaranta requested a moment of silence for Ex-Commissioner Moe Bernstein who died on Saturday, October 12, 1991.

*

At a previous meeting of the Commission, Commissioner Chin requested staff investigation into the feasibility of extending "no parking" hours on the east side of Montgomery Street until a throughway is established on the Embarcadero. He inquired about the status of the investigation. The Executive Director reported that the matter is still pending and noted that both sides of the Embarcadero roadway will be functional by October 21, 1991, at which time all tow zones in the area will be reassessed.

*

Commissioner Grosboll observed that Supervisor Maher has presented several proposals to the Board of Supervisors regarding traffic and street issues. He asked if the staff has been contacted by the Supervisor for opinions on those matters. The Executive Director replied that staff is in daily communication with Supervisor Maher and has recently been asked to provided technical analysis on two projects scheduled for Board of Supervisors hearing. Those projects are (1) a proposal to change Gough Street into a one-way street southbound and (2) a proposal to limit left turns on Van Ness Avenue south of Bush Street.

Commissioner Grosboll asked if the Supervisor had proposed an effective date for the changes. The Executive Director replied that a date has not been proposed in the legislation.

Commissioner Grosboll requested a copy of the staff analysis on the proposals upon completed. The Executive Director acknowledged the Commissioner's request.

Commissioner Chin commented on his desire to have issues brought before the Commission for discussion prior to Board of Supervisors hearing. He remarked that the Commission lacks the ultimate authority in carrying out transportation and traffic schemes within the City as directed by the electorate.

PUBLIC COMMENTS

Harold Hoogasian, a Marina Merchant and President of the Council of District Merchants, addressed the Members concerning two matters: (1) the Marina Merchants dissatisfaction with the proposed legislation to prohibit left hand turns on Lombard Street, and (2)

the Council of District Merchants support of the program of increased enforcement of parking violators who feed meter.

The Executive Director reported that she has not been informed about the Lombard Street proposal. Regarding meter feeding, the Executive Director indicated that the Union Street Merchants originally requested the increased enforcement and suggested that Chestnut Street be included in the pilot program. She noted, however, that the Chestnut Street Merchants have not contacted the Department formally on the matter. Mr. Hoogasian replied that a letter will be sent to the Executive Director on the matter.

NEW BUSINESS

Hearing on the Priorities of the Enforcement Division

The Executive Director introduced two Enforcement Division Supervisors, Nancy Lynch and Michael Woodruff, to the members. The members welcomed the Supervisors.

*

Commissioner Grosboll presented two letters for inclusion in the Minutes from neighborhood activists (attached as Exhibit A). The Commissioner noted that several environmental and transit oriented groups were unable to attend the Commission meeting. He requested that the matter be calendared for hearing be held in November, 1991. The members agreed.

Virginia Conway addressed the members concerning double parking on Geary Boulevard and requested more enforcement in the area. The Executive Director acknowledged Ms. Conway's request.

Ms. Conway questioned the staff and Commission concerning the booting process as it relates to private business vehicles. Executive Director explained that vehicles owned by either an individual or a private business are booted after receiving ten or more outstanding citations.

Commissioner Grosboll asked how soon a car can be booted after receiving the tenth outstanding citation. The Executive Director replied that a vehicle may be booted immediately after the owner of the vehicle has been notified of the tenth accumulated citation. The Bureau Chief noted that a scofflaw has received several notices of delinquency during the period of the ten citation accumulation.

*

Lorella Harris, a San Francisco Resident, addressed the members concerning double parking on Valencia Street during rush hour periods. She noted that Valencia the double parking on Valencia

Street causes traffic congestion and traffic hazards. She also requested that enforcement be increased on Valencia Street at 4:30 p.m. The Executive Director acknowledged Ms. Harris' request.

Ms. Harris commented on the past slow response to abandoned vehicle tow requests. The Executive Director replied that the matter has been corrected and vehicles are now towed within 72 hours of receipt of an abandoned vehicle call.

Commissioner Grosboll inquired about the Department's policy on enforcement of double parked vehicles. The Executive Director responded that both Parking Control Officers and Police Officers cite double parked vehicles when there is no driver in the vehicle. She noted that when a driver is present in a double parked vehicle, the Officer will request the driver to move the vehicle. If the driver does not move the vehicle, the driver is cited.

*

Harold Hoogasian, representing the Council of District Merchants, reiterated the Council's support for enforcement of meters in commercial neighborhoods on Sundays.

Commissioner Grosboll asked if there has been past opposition by members of the Council of District Merchants to the proposal. Mr. Hoogasian replied that there has never been opposition to the proposal by the members of the Council. Mr. Hoogasian noted that merchants that are members of the Council are not guilty of feeding meters.

Commissioner Quaranta commented in favor of the proposal.

The Executive Director voiced her support for enforcement of meters on Sundays.

Commissioner Grosboll commented on the shortage of enforcement staff and noted that the institution of Sunday meter enforcement might result in less enforcement staff being available during weeks days and/or on Saturdays. Mr. Hoogasian responded that it is his belief that the resources of the Department could be redistributed and remain effective.

Commissioner Grosboll requested that the matter be calendared for hearing. The Executive Director noted that a letter is needed from the merchants stating their position before the item can be calendared. Mr. Hoogasian remarked that the letter will be forthcoming.

PUBLIC COMMENTS (continued)

Gloria Fontinello, President of the Marina Neighborhood Association, arrived at the Commission meeting after Public Comments had been heard but requested Commission hearing on a matter. The members agreed.

Ms. Fontinello addressed the members regarding the intersection of Bay and Laguna Streets in the Marina District. She requested that the overhead arm be removed and the four-way lights be installed. She stated that the traffic patterns are heavy and senior citizens have difficulty in crossing the street.

The Executive Director further described the Marina Neighborhood Association's request. She stated that the changes requested are (1) that the middle lane on Bay Street be allowed the option to go straight or turn right and Laguna (presently, two right-hand lanes require traffic to turn right at Laguna), and (2) that the island on Bay Street at Laguna Street be removed to allow access by the middle lane traffic. The Executive Director also noted that the traffic signals at Bay and Laguna had been changed to allow more time for pedestrian crossing but indicated that the traffic patterns still make crossing difficult for senior citizens.

Commissioner Chin remarked on the competing of pedestrian and vehicular traffic at that intersection. He suggested having a pedestrian tunnel installed as a solution to the problem. He also noted that there may be a restriction on the changes because there is a State use of the streets in that area.

The Chair requested that the Executive Director address the issues and report back to the Commission. The Executive Director stated that the item will be calendared for Departmental public hearing at the end of November, 1991.

Lorrella Harris requested that staff research the feasibility of placing an entrance to Fort Mason on Laguna Street. She noted that currently traffic must access Fort Mason from Marina Boulevard and noted that the traffic patterns make that maneuver difficult. The Executive Director indicated that the Department did not have jurisdiction in the matter.

NEW BUSINESS

Hearing on the Priorities of the Enforcement Division - continued

Commissioner Grosboll requested that the following enforcement issues be addressed at the next meeting of the Commission:

- Is it possible to determine how many citations are issued for street cleaning?

- How many tickets are issued in residential neighborhoods?
- How many people are cited for parking on sidewalks in a particular neighborhood? If the present format does not provide this information, how costly would it be to purchase a new system?
- Can the number of tickets generated in a tow away zone be determined? Is there any way to do a comparison with previous years?
- What is the philosophy behind detailing Parking Control Officers to various neighborhood areas?

Commissioner Grosboll remarked that breakdowns are necessary in order to evaluate the effectiveness of enforcement and in order to respond to neighborhood and merchant enforcement concerns. He suggested conducting a three-month experiment in three or four priority areas.

The Commissioner also requested that information be provided at the next meeting of the Commission regarding enforcement shifts. He requested that specific information be provided such as the number of Parking Control Officers on the rush hour shift and the justification for the number of Parking Control Officers. The Executive Director explained that the number of people on rush hour shifts are determined by the number tow away zones and fixed posts.

Commissioner Chin commented that there is a lack of analytical tools. That is, the tickets are entered into the system but the Department does not have the ability to access the information. He suggested that the Department invest in handheld computers for the Parking Control Officers. He stated that the information from the handheld computers could be downloaded into both a Departmental mainframe and Municipal Court's system.

Executive Director opined that the handheld technology is not currently sufficient for the Department's needs. She noted, however, that it may be appropriate for specific types of programs, such as the boot program. She indicated that, because of the City's budgetary situation, it will also be impossible for the Department to purchase a mainframe for downloading the handheld computers.

Commissioner Chin suggested that it may be possible to download a handheld computer into a personal computer. The Executive Director replied that she will look into the matter.

Commissioner Chin noted that Contra Costa and Santa Barbara now have extensive handheld program. The Executive Director responded that those areas issue approximately 200,000 citations per year as compared to San Francisco's issuance of approximately 2.4 million citations per year. She noted, however that New Orleans is currently conducting a handheld computer pilot program and will

provide the results of that study to the Department at its completion.

Resolution No. 91-61 Designating the Parking and Traffic Commission of the City and County of San Francisco as the Service Authority for the Abatement of Abandoned Vehicles and Establishing a One Dollar ($1) Vehicle Registration Fee on all Vehicles Registered in San Francisco to be Used Only for the Abatement, Removal, and Disposal of Abandoned Vehicles

For discussion purposes, Commissioner Chin motioned to approve the Resolution. Commissioner Quaranta seconded the motion.

Executive Director described the State Bill, AB 4114, which was passed by the Legislature last year. The Bill will allow California counties to establish Abandoned Vehicle Abatement Service Authorities. The Abandoned Vehicle Abatement Service Authority's activities would be funded by a $1.00 per vehicle increase in registration fees.

The City Attorney commented on mobile abandonment process in San Francisco. He stated that an abatement of abandoned automobiles ordinance exists in the Traffic Code under Article 14. He noted that the administration of that program is currently vested with the Department of Public Health and the Director of Public Health.

The City Attorney recommended that the Commission adopt the resolution before them. He, however, suggested that staff be authorize to prepare appropriate legislation in order to accomplish the purpose of designating the Parking and Traffic Commission as the Service Authority and to amend the existing Traffic Code section that pertains to the issue.

Commissioner Chin withdraw his motion.

Commissioner Grosboll motioned to approve the resolution consistent with the City Attorney's opinion. Commissioner Chin seconded the motion.

VOTE: *AYES* - Members Chin, Grosboll, Melara and Quaranta
EXCUSED - Member Singh

*

Commissioner Grosboll asked when the Residential Parking Program would appear on the agenda. The Executive Director stated that given the increased staff time related to both the Central Freeway and the Embarcadero Roadway, this item has had to be put on hold.

ADJOURNMENT

The meeting adjourned at 3:20 p.m.

Sincerely,

Renee Faison
Acting Commission Secretary

473 - 11th Avenue
San Francisco, CA 94118
973-3315
October 15, 1991

COMMISSIONER DICK GROSBOLL
EXECUTIVE DIRECTOR RINA CUTLER
TRAFFIC & PARKING COMMISSION

RECEIVED
OCT 15 1991
NEYHART, ANDERSON, REILLY & FREITAS

ENFORCEMENT STRATEGIES

I support the proposal for a public hearing on the Traffic and Parking Department Enforcement Activities. Here are some comments on that and other items the department is responsible for:

1. The Enforcement Division Report of October 1 was fine for Wednesday activity. A report covering a normal week would be more useful and should be issued every six months. It should concentrate more on performance, i.e., estimated number of citations issued by neighborhood, by shift, by kind - street cleaning, double parking, bus zones etc.
2. Response time and number of driveway parking citations by neighborhood should be reported regularly.
3. The Department should prioritize its work, concentrate on high priority items, and state that low priority items will likely not get done.
4. The Department should maintain and publish quarterly a status report on its priority work. List tasks, date listed, priority assigned, project manager, and status including an estimated completion date.
5. I like Commissioner Grosboll's idea of moving forward with a positive agenda, set and monitor goals, and measure performance.
6. The Department should publish the availability of some of its reports.
7. The Department should investigate, develop, promote, sell, manage, and carry out a marketing plan to encourage good traffic/transit etc. use in the City.
8. I question the Clement Street Garage Proposal. How has it been justified? Is the justification etc. public? Is it cost effective?
9. The Department should request merchants to jointly develop a plan of fast pass discounts, off peak vouchers etc.

Thank you for considering these comments.

TONY KILROY

EXHIBIT "A"

RECEIVED
OCT 4 1991
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Memorandum

Date: October 3, 1991

To: Dick Grosboll

From: Jim Lazarus (Chamber of Commerce)

Re: Enforcement Strategies

This is in response to your memo of October 2 regarding traffic law enforcement strategies.

I have a couple of thoughts;

1) Aggressively enforcing a ban on double parking on key transit streets during peak periods. (Bush from 7 - 9:00 A.M.; Pine from 4:00 - 6:00 P.M; 3rd and Kearny Streets all day, Van Ness Ave. all day, etc).

2) Prohibiting scavenger companies from scheduling garbage collections on these transit preference streets during peak hours. Currently, garbage trucks have regular routes on streets such as Bush during the morning peak,

3) Enforcement of parking meters on Sundays in retail areas. Historically, there was no enforcement on Sundays because businesses were closed. That is generally not the case today. Merchants would be helped by having the parking turnover Sunday enforcement would cause. This proposal has been suggested in the past by the Council of District Merchants.

Hope these thoughts are of some use.

OF THE CITY AND COUNTY OF SAN FRANCISCO

PARKING AND TRAFFIC COMMISSION

25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

ART AGNOS, Mayor
RINA CUTLER, Executive Director

NOTICE

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION

Tuesday, November 19, 1991
1:30 p.m.

Room 282, City Hall
San Francisco, California

AGENDA

1. *ROLL CALL*

2. *ADOPTION OF MINUTES*

   Regular Meeting of the Parking and Traffic Commission held on October 15, 1991

3. *DIRECTOR'S REPORT*

4. *CITY ATTORNEY'S REPORT*

5. *COMMISSIONERS' QUESTIONS AND MATTERS*

6. *PUBLIC COMMENT*

   The public may address the Parking and Traffic Commission on any matter within the jurisdiction of the Commission. This should not relate to any item on this agenda since public comment will be taken as each agenda item is discussed. The Chair requests that each person addressing the Commission limit herself/himself to five minutes.

7. *NEW BUSINESS*

   a. Recommendation to the Board of Supervisors for Civic Center Garage Expansion

8. *UNFINISHED BUSINESS*

   a. Hearing on the Priorities of the Enforcement Division

9. *ADJOURNMENT*

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SPECIAL MEETING OF THE SAN FRANCISCO PARKING AUTHORITY

See Back of Page

1. *ROLL CALL*

2. *ADOPTION OF MINUTES*

   Special Meeting of the San Francisco Parking Authority held on August 20, 1991

3. *PUBLIC COMMENT*

4. *NEW BUSINESS*

   a. San Francisco General Hospital Finance Plan

5. *ADJOURNMENT*

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OF THE CITY AND COUNTY OF SAN FRANCISCO

PARKING AND TRAFFIC COMMISSION

25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

ART AGNOS, Mayor
RINA CUTLER, Executive Director

MEETING REPORT

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION

Tuesday, November 19, 1991
1:30 p.m.
City Hall, Room 282
San Francisco, California 94102

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PRESENT:

Commissioners: Angelo Quaranta, Acting Chair
Arnold Chin
Dick Grosboll
Darshan Singh

Staff: Rina Cutler, Executive Director
Tim Johnson, Bureau Chief
Kevin Hagerty, Acting Director of the San Francisco Parking Authority
Robert Kenealey, Deputy City Attorney
Julian Hultgren, Deputy City Attorney
Renee Faison, Acting Commission Secretary

Guests: Richard O. Guynn, Sutter-Stockton Garage
Jerry Foshee, Civic Center Plaza Garage
Rick Thurber, San Francisco Resident
Russ Presting, S.E. Onoroto Garages
Richard Millet, Potrero Booster and Merchants
Susan Rosenthal, Local 790
Paul Newman, Keil & Connolly Attorneys at Law
James W. Haas, Civic Pride
Alice Willis, San Francisco General Hospital
Linda Davis, San Francisco General Hospital, Local 790
David Pilpel, Sierra Club
Gregory Johnson, San Francisco General Hospital
Norman Rolfe, San Francisco Tomorrow
Virginia Conway, San Francisco Resident
Francis J. Clauss, Resident of San Francisco
Richard Morales, Evensen Dodge
Rella Rosboro, Charles A. Bell Securities
Commissioner Pierre R. Ludington, Health Commission
Pam Speich, San Francisco General Hospital

Guests: Ed Kinchley, Local 790 SEIU
Richard Cordova, San Francisco General Hospital
Dale Butler, San Francisco Interns & Residents Association
Francisco Cubias, S.F. General Hospital

EXCUSED:

Commissioner: Sonia Melara

The Acting Chair called the meeting to order at 1:35 p.m.

ROLL CALL

The roll call indicated Quorum present. Deputy City Attorney Kenealey served as counsel for Commission during the first portion of the meeting. Deputy City Attorney Hultgren arrived at 3:27 p.m. to serve as counsel for the last portion of the meeting.

ADOPTION OF MINUTES

On motion of Commissioner Chin, seconded by Commissioner Grosboll, the Minutes of the October 1, 1991 Regular Meeting of the Parking and Traffic Commission were approved as drafted.

VOTE:	*AYES* -	Members Chin, Grosboll, and Quaranta
	ABSTAIN -	Member Singh
	EXCUSED -	Member Melara

DIRECTOR'S REPORT

The Executive Director announced the request made by several employees of the San Francisco General Hospital to hear the San General Hospital Garage item first so that employees could return to work. The members agreed to the request.

At 1:38 p.m. the meeting of the Parking and Traffic Commission adjourned.

RECONVENE

SPECIAL MEETING OF THE SAN FRANCISCO PARKING AUTHORITY

The Acting Chair called the meeting to order at 1:39 p.m.

ROLL CALL

The roll call indicated Quorum present.

ADOPTION OF MINUTES

On motion of Commissioner Singh, seconded by Commissioner Grosboll, the Minutes of the August 20, 1991 Special Meeting of the Parking Authority were approved as drafted.

VOTE:	*AYES* -	Members Grosboll and Singh
	ABSTAIN -	Members Chin and Quaranta
	EXCUSED -	Member Melara

PUBLIC COMMENTS

There were no public comments.

NEW BUSINESS

Resolution No. 91-1171 - San Francisco General Hospital Financial Plan

The Acting Director of the Parking Authority provided the members with a briefing on the San Francisco General Hospital Parking Garage. He presented the following facts to the Commission:

Fong and Chan Architects have been selected as the architectural firm for the parking facility. The proposed size of the facility is an 800 parking stall, four level building that will serve the needs of patients, staff and visitors of the San Francisco General Hospital. The location is 24th and Utah Streets. Completion of construction of the parking facility is planned to occur at the same time or prior to the opening of the new psychiatric health facility which will also be located at the San Francisco General Hospital. The health facility is scheduled for completion in the second quarter of 1994.

A Public Utilities Commission maintenance facility is currently located on the site. Relocation of that facility will be necessary.

A consultant has inspected the property and toxic cleanup has been deemed necessary. The Planning Department is currently working with staff of an environmental consulting firm, the Parking Authority and the Redevelopment Agency to complete an Environmental Impact Report on the project.

The total project cost is estimated to be $22,354,500. $550,115 of earned interest on bond proceeds will offset costs during construction of the facility. Anticipated bonding for the project would be $21,805,000. Revenue to pay the debt

service would come from operating income and meter revenues from the Off-Street Fund. Funding for the Environmental Impact Report and the architectural fees as well as partial funding for the toxic cleanup was provided by supplemental appropriation from the Off-Street Parking Fund. Revenue will be reimbursed to the Off-Street Parking Fund as a part of the project's financing plan.

Staff recommended that the Commission (1) fund the project through the sale of Parking Authority revenue bonds, and (2) seek approval from the Board of Supervisors to set aside Off-Street Parking Fund meter revenues on an annual basis to subsidize debt service of the parking facility.

Commission Inquiry

Commissioner Chin inquired about the debt service on the project. The Acting Director reported that the debt service on the project would not be recaptured from the parking rates. He explained that the debt service will be partially paid from meter funds that accrue in the Off-Street Parking Fund.

The Bureau Chief also addressed the members on the matter. He stated that the garage rates have been discussed at meetings with neighborhood residents and employees of the San Francisco General Hospital. He indicated that the rates at the San Francisco General Hospital are low in comparison to parking fees at other San Francisco hospitals and noted that evening Garage rates are quite low in response to the safety needs of the employees.

Public Comments

Ed Kinchley, of Local 790 Service Employees International Union which represents the nurses and various City employees at the Hospital, addressed the Commission with various concerns regarding the project. His concerns included:

1. Garage size - He stated that the proposed size of the Garage is not adequate to address the parking needs at the Hospital. He recommended that a 1,000 space parking facility be built. He questioned the Environmental Impact Report's finding on number of spaces needed to support the mental health facility. He indicated that the Report's figures are suspect. He also noted his concern regarding the loss of 90 parking spaces on Kansas Street when the perpendicular parking returns to parallel parking at the completion of construction.

2. Construction time period - He asked that the construction period be shortened.

3. Safety issues - He noted that employees are concerned with safety during evening hours when parking or returning to automobiles. He stated that Hospital employees are currently required to wait as much as 25 minutes for an institutional police escort to their vehicles.

*

Dr. Francis J. Clauss, a resident of Potrero Hill, commented on the proposal. He supported the Resolution but noted his disappointment that mixed use of the property was not included in the plans. He informed the members that a new research facility will be built near the Garage and requested that the Commission consider increasing the number of proposed parking stalls. He stated that the per stall cost is immoderate and opined that it is essential to expedite the project. He also suggested that management be more aggressive in addressing the matter.

*

Richard Cordova, Executive Director of San Francisco General Hospital, noted the Hospital administration's support for the project. He commented on the importance of the parking facility for the employees and staff and noted the attendance at the meeting of Public Health Commissioner Pierre Ludington who lent his support to the project.

*

Pam Speich, a nurse at San Francisco General Hospital, strongly supported the proposal for the Garage. She stated that the neighborhood surrounding the Garage has been tolerant of the parking situation and urged the Commission to move quickly on the project. She suggested that the City consider financially supporting the Garage.

Ms. Speich commented on-campus parking fees and suggested that those fees be established at a higher rate than the Hospital Garage rates. She noted concern regarding the per parking stall cost of the Garage. She discussed the proposed size of the Garage and opined that additional parking space will be needed to accommodate the Gladstone Research facility and AIDS research facility that are planned for the area.

*

Dale M. Butler, contract administrator of the San Francisco Interns and Residents Association, noted the Association's reservations regarding the construction of the health facility without the pre-existing construction of a parking facility. He commented on the current lack of parking places for health care delivery systems and patients of the Hospital.

*

Francisco R. Cubias, supervisor of the Hospital Radiology Department, beseeched the members to allocate "sufficient" parking for present and future employees of the Hospital. He reported that a Radiology Department employee has cited the lack of available parking as a reason for resigning from the Hospital. He also noted that employees are apprehensive about working overtime during evening hours because of the lack of safe available parking.

*

Alice Willis, employee of the Occupational Health Clinic at the Hospital, stated that many insured patients have discontinued services at the San Francisco General Hospital because of the lack of available parking in the area. She stated that she has been assaulted in the neighborhood twice in the last two months while walking to her parked automobile. She urged the members to expedite the construction process and to keep the cost of parking affordable.

*

David Pilpel, representing the Sierra Club, requested: (1) a copy of the toxic study referred to in the written staff report on the project, (2) a status report on the pumping on the site, (3) a copy of the Environmental Impact Report on the project, and (4) a copy of the relocation plans for the MUNI facility.

Mr. Pilpel voiced his opposition to the project. He remarked that MUNI Railway is increasing service in the Hospital area and suggested that the employees use public transportation when possible. Regarding the financing of the project, he opined that the project will have an ongoing impact on Off-Street Parking Fund revenue.

*

Richard Millet, President Potrero Boosters and Merchants Association, commented on the need for parking at the Hospital. He stated that the matter is an issue that affects the entire City of San Francisco.

*

Linda Davis, Shop Steward Local 790 and staff person at Hospital, addressed the issue of the cost per-parking stall for the Garage. She remarked that the Wilbur Smith Market Survey and Economic Analysis of July, 1990 proposed a construction cost of $8,500 per parking stall and noted that the cost suggested by the Parking Authority staff is double that amount. She opined that a minimum of 1,000 parking spaces are needed at the Garage.

*

Norman Rolfe, representing San Francisco Tomorrow, appealed to the staff to be honest when presenting the cost of the Hospital Garage. He stated that the $16,000 suggested cost per parking stall is not accurate. He stated that the 10 percent contingency allowance suggested by the staff is too low and observed that the land cost was not included in the figures. He stated that a more accurate per stall cost is $35,000 to $40,000.

Mr. Rolfe also indicated the need for a childcare facility and suggested that public transportation would be used more often if childcare was available on site.

*

Gregory Johnson, Director of Finance at the San Francisco General Hospital, addressed the members. He stated that inadequate parking facilities have resulted in over crowded parking in the communities adjacent to the Hospital and in outlying communities. He noted that insuring adequate transit and parking is basic to create a feeling that the Hospital is a good place to work and to be served as a patient. He indicated his concern regarding the high cost of expenditure for each stall and the limited number of stalls available.

*

Commission Questions & Comments

Commissioner Grosboll inquired about the construction cost of the Garage. The Bureau Chief responded that there has been extensive review of the construction cost by the architect and the financial advisors. He stated that staff is of the opinion that it will cost $16,000 per stall to build the garage. In addition, he noted that when there is a transfer of property between City agencies, the historical land cost is charged and he indicated that the land cost was taken into consideration. The historical cost of this property is approximately $131,000.

Commissioner Grosboll inquired about relocation plans of the MUNI installation. The Bureau Chief replied that discussions have been held on the matter but noted that relocation plans will be determined after the approval of the financing plan of the Garage.

Commissioner Grosboll asked about the art enrichment that was referred to in the staff report. The Bureau Chief stated that art enrichment is a requirement for all public constructions projects in San Francisco.

Commissioner Grosboll inquired about the underwriters discount. Richard Morales, representing the financial advisors of Evensen Dodge, replied that the underwriters discount is the cost that

would be borne for issuing bonds. He explained that the underwriter would charge 2 percent when the bonds are sold.

Commissioner Grosboll asked about the bond reserve fund. Mr. Morales responded that the bond reserve fund is a bond marketing requirement. He explained that the bond market community for this type of obligation would require either (1) that ten percent of the bond issue be put aside in reserve fund and held there by the trustees during the life of the issue or (2) that the average annual debt service be placed in a bond reserve fund. The average annual debt service for this project is below 10 percent and the second alternative was chosen.

Commissioner Grosboll inquired about the 6.56 percent average interest rate. Mr. Morales replied that the figure was determined in early October and based on current market interest rates for this type of obligation.

Commissioner Grosboll asked if there are systems in place that will ensure that patients and visitors will be able to use the parking facility. The Bureau Chief replied that the patients and visitors at the Hospital will be served. He stated that the matter is being discussed at meetings with administrators of the Hospital and a committee of employees will review the issue.

Commissioner Chin thanked the public for attending and testifying at the meeting. He commented on his support of the Departmental staff's handling of the project noting that the Department has received this project as recently as December of 1990.

The Commissioner commented on the public testimony regarding the request for a 1000 plus parking stall Garage. He noted the City's "transit first" policy and suggested that staff look to public transportation, ride share programs and other means of travel to work in order to augment the need for parking.

The Commissioner discussed the Kansas Street parking situation and noted that the decision process on perpendicular and parallel parking is handled by the Department in public hearings. He noted that the public will have an opportunity to voice opinions before parking changes are made.

Commissioner Chin commented on the possible need for future expansion of the Garage noting that the structure has been designed for expansion.

Commissioner Grosboll asked that the Hospital and Departmental staff investigate van pooling. The Executive Director acknowledged the request.

Commissioner Grosboll observed that the San Francisco General Hospital Garage project is unique but noted that it is contrary to many of the City's policies. He indicated that if a 1,000 to 1,200 stall garage were built, it would be the third largest City-owned or operated garage in San Francisco. He stated that he is willing to vote in favor of the project only because of the unique nature of the Hospital and the employees.

The Commissioner also addressed the issue of monthly parking noting that the Commission is against discounted monthly parking.

The Acting Chair called for a vote on the issue.

VOTE: *AYES* - Members Chin, Grosboll, Quaranta and Singh
EXCUSED - Member Melara

The members called for a break at 3:04 p.m. The Parking Authority portion of the meeting adjourned at 3:10 p.m.

RECONVENE

MEETING OF THE PARKING AND TRAFFIC COMMISSION

The Acting Chair called the meeting to order at 3:11 p.m.

DIRECTOR'S REPORT

The Executive Director had nothing to report.

CITY ATTORNEY'S REPORT

The City Attorney had nothing to report.

COMMISSIONERS' QUESTIONS AND MATTERS

The Commission had no questions or matters to discuss.

PUBLIC COMMENTS

Virginia Conway, resident of San Francisco, inquired about Supervisor Gonzalez's request to lower the parking rates at the Sutter/Stockton Garage. The Executive Director explained that the Supervisor in seeking to restore a maximum Sunday rate of $2.50 at the Garage.

David Pilpel, representing the Sierra Club, addressed the members on the following matters:

1. He reported that the Bay Area Quality Management District has adopted the Bay Area Clean Air Plan which contains a transportation control element that is intended to discourage use of private automobiles. He remarked that while the region is looking to reduce driving and improve air quality, the Commission is encouraging driving by building garages.

2. He suggested that the Department develop a public information brochure explains the Department's activities. He provided staff with a draft brochure he has developed.

3. Noting that the Mayor has not issued budget instructions for next fiscal year, he urged the Department to bring budget issues before the Commission for policy discussion as soon as possible. He stated that it would be helpful if the Department prepared a summary of policy issues to be reviewed at a Commission meeting in December.

4. He asked that the Department look into changing the State Law regarding the transfer of parking ticket collections from the Municipal Court to the Department.

Norman Rolfe addressed the members. He suggested format changes for the Departmental budget analyses on garages. He opined that the present format is misleading and the true cost per parking space should be indicated.

Rick Thurber, resident of San Francisco, addressed the Commission concerning his dissatisfaction in the Department's administration of the Enforcement Division. He stated that he addressed the Commission in May, 1991 and noted that the parking problems he indicated have not been resolved. He remarked that the Department has not maintained the standard of parking enforcement once provided by the San Francisco Police Department. He opined that the downtown and tourist areas receive a high standard of enforcement while the neighborhoods have been allowed to "deteriorate to an alarming extent." He presented photographs of automobiles parked on sidewalks, curbs, crosswalks, bus zones, handicapped ramps, on the grass in public parks and across intersections. He stated that the situation has reached a point where it threatens public safety and the quality of life in neighborhoods. Mr. Thurber threatened to have parking tickets printed and issued if the Department is unable to successfully do its job.

*

City Attorney Hultgren entered the meeting at 3:27 p.m. City Attorney Kenealey was excused from the meeting.

*

Executive Director remarked that she does not support "vigilante ticketing." She also disagreed with Mr. Thurber's assumptions regarding enforcement in the neighborhoods noting that the number of Parking Control Officers in the neighborhoods has increased since the Department assumed the responsibility. She stated that during the first quarter of fiscal year 1991, the number of citations issued was substantially higher than citations issued in previous years. She also noted that the number of tickets issued in the downtown area has decreased while the number of tickets issued in the neighborhoods increased.

Mr. Thurber requested that a copy of the Department's Enforcement Report and Minutes of the meeting be provided to him. The members agreed.

NEW BUSINESS

Resolution No. 91-62 - Recommendation to the Board of Supervisors for Civic Center Garage Expansion

The Bureau Chief briefed the Commission on that matter noting that the Department of Parking and Traffic has received several contacts from individuals regarding the need for increased off-street parking spaces in the Civic Center area. He stated that particular concerns have been raised regarding the increased demand that is likely to be created by the development of the new San Francisco Main Library, the relocation of the Asian Art Museum, and the development of the Fulton Street Mall.

The Bureau Chief reported that the Civic Center area is not a priority neighborhood under Proposition "F" and that the Off-Street Parking Fund can not be used for the project.

Staff recommended to finance the project with General Obligation Bonds. The Capital Improvement Advisory Committee has recommended that General Obligation Bond issue be brought before the Board of Supervisors no later than December 16, 1991.

Public Comment

Chip Conley, owner of the Abigail Hotel and Phoenix Inn, was unable to remain at the meeting but asked the Acting Commission Secretary to voice his support for the expansion project.

*

Norman Rolfe, representing San Francisco Tomorrow, urged the members not to proceed with the Garage. He questioned the premise on which the Garage expansion is justified. He indicated that there is excellent public transportation in the area. He requested that the Commission encourage public parking and make more efficient use of the existing facility.

*

Mr. James W. Haas, Board member of the Friends of the Library and Chairman of Civic Pride!, addressed the members in support of the Garage expansion. He spoke of the need for additional parking and indicated that the construction will result in the elimination of 225 parking spaces that currently exist at Marshall Square and at Fulton Street. He stated that the new Library will be equipped with a large auditorium and special rooms and opined that the use of the facility will increase dramatically.

*

David Tran, representing the Tenderloin Youth Advocates, reported that he has lived and worked in the Tenderloin neighborhood for eight years and is one of the authors of the Tenderloin/Civic Center Parking Survey. He spoke of the rapid loss of parking in the Tenderloin area due to the new development and stated that it is important to expand the Civic Center Garage in order to allow more Civic Center parking and lessen the competition of parking in the Tenderloin area. He also requested that a ramp be provided so that farmer's trucks can access the garage during farmer market days at the Civic Center.

*

Catherine Bremer, representing the San Francisco Public Library Office of Facilities Development, spoke in support of the Garage expansion. She reported that 230 parking spaces will be displaced as a result of the project and noted that the Facilities Development Office estimates that 3,000 to 4,000 visitors will visit the area per day. She noted that it is a great opportunity to add bicycle parking in the Garage.

*

David Pilpel remarked that he is concerned that the Commission is circumventing an environmental review process on the project. He stated that he would be interested in reviewing the internal study and parking demand study on the project. He opined that the use of General Obligation Bonds would be inappropriate for this project noting that the General Obligation Bonds are paid out of the General Fund. He suggested that the Commission seek to reduce and redirect the parking demand in the area. He recommended that strategies be used to discourage parking.

Commissioner Chin moved to adopt Resolution No. 91-62. Commissioner Singh seconded the motion.

Discussion

Commissioner Chin observed that subsequent to Commission vote, a review of the project will be necessary by the electorate, the Capital Improvement Advisory Committee and the Board of Supervisors. He asked if a delay in the Commission's vote would result in a potential delay of the Library project. The Bureau Chief opined that a delay in the Commission could delay the Library project.

Commissioner Grosboll questioned Jerry Foshe, Manager for Systems at the Civic Center Garage, concerning the current usage of the Civic Center Garage. Mr. Foshe reported that the garage was not usually full except during special events.

Commissioner Grosboll asked if the Garage has investigated reallocating its current use. Mr. Foshe replied that stacking automobiles would reallocate current use but noted that he would not recommend stacking automobiles because of the structure of the Garage. The Bureau Chief agreed noting that during special events many people return to the garage at the same time making the access to stacked vehicles problematic.

Commissioner Grosboll opined that more investigation is needed on the project and noted that the Commission should not be pressured into rushing a vote through. He suggested a thorough analysis be conducted into reallocation of current parking, South of Market parking, and monthly parking in the Garage, etc.

The Acting Chair called for a vote on the matter.

VOTE: *AYES* - Members Chin, Quaranta and Singh
NOES - Member Grosboll
EXCUSED - Member Singh

UNFINISHED BUSINESS

Hearing on the Priorities of the Enforcement Division

Public Testimony

Norman Rolfe provided the members with a copy of the "Transit First" policy. He suggested that the Department consider adopting

standards of the policy as priorities for enforcement of parking and traffic regulations. A copy of the policy is attached.

Commissioner Grosboll asked Mr. Rolfe if he had any specific proposals for enforcement. Mr. Rolfe agreed to give some thought to the matter and suggested giving a higher priority to citing automobiles that impede crosswalks and sidewalks. He suggested that the intersections with no right turn on red restrictions have larger signs. He stated that the present signs are too small.

*

David Pilpel suggested that the staff report include information on the Department's enforcement priorities. He stated that it would be helpful to know where Parking Control Officers are historically assigned and what the current level of coordination is, if any, with MUNI Railway. He stated that the report does not define the functions of the Parking Control Officers and a description of the type of citations that Parking Control Officers can issue.

*

Peter Straus, of MUNI Railway, suggested that the issue of contra-flow lanes be addressed.

*

Because of the lateness of the meeting, Commissioner Grosboll suggested delaying discussion on the matter and requested having a follow-up meeting in December. Commissioner Grosboll suggested developing a special proposal to prioritize neighborhood enforcement. He stated that he would like the issue of enforcement during street cleaning discussed.

*

Commissioner Singh noted that there will be an election of Commission officers at next meeting.

ADJOURNMENT

The meeting adjourned at 4:58 p.m.

Sincerely,

Renee Faison

Renee Faison
Acting Commission Secretary

189-73

FILE NO. 218-73-2 RESOLUTION NO. 189-73

DECLARING THAT MUNICIPAL RAILWAY VEHICLES AND OTHER TRANSIT VEHICLES BE GIVEN PRIORITY OVER OTHER VEHICLES ON SAN FRANCISCO STREETS; THAT THE DEPARTMENT OF CITY PLANNING AND THE PUBLIC UTILITIES COMMISSION DEVELOP A PREFERENTIAL TRANSIT STREET SYSTEM WITHIN SIX MONTHS; SUGGESTING METHODS OF EXPEDITING TRANSIT SERVICE ON DULY DESIGNATED "TRANSIT" STREETS.

WHEREAS, Public transit in San Francisco transports one third of the population daily, reduces traffic congestion and air pollution by reducing the need for private automobiles; and

WHEREAS, Increased speed and regular frequency of transit service serves to encourage greater use of public transit, which in turn reduces traffic congestion and air pollution and may well increase farebox revenues; and

WHEREAS, The chief factor reducing transit speed is transit vehicle competition with underoccupied private automobiles and other preemptions of space on publicly owned and maintained city streets; and

WHEREAS, Establishing public transit priority over the private vehicle would discourage automobile use and thus encourage greater use of transit; and

WHEREAS, Streets of critical location in the City and County of San Francisco are vital traffic corridors, used by thousands of transit riders daily; and

WHEREAS, It is on these critical streets that the transit system is most subject to delay by private automobile congestion and construction obstructions; and

WHEREAS, The Improvement Plan for Transportation, adopted by the City Planning Commission on April 27, 1972 states as a policy for mass transit: "Improve speed of transit travel and frequency of service by giving priority to transit vehicles on designated streets"; and contains within it a Transit Preferential Streets Plan (attached hereto); and

WHEREAS, Certain traffic engineering techniques such as creation and enforcement of exclusive transit lanes, synchronization of traffic signals to transit speed, extension of bus stop curbs out to the travelled transit lane, and the use of signal preempt devices would improve the speed of transit travel; now, therefore be it

RESOLVED, That it shall be the official policy of the City and County of San Francisco that Municipal Railway vehicles and the vehicles of other transit systems will be given priority over all other uses, except for fire, police and safety purposes, on designated "transit streets"; and be it

FURTHER RESOLVED, That all City agencies, in resolving conflicts between public transit and other uses of City streets, are hereby directed to resolve them in favor of public transit; and be it

FURTHER RESOLVED, That the Department of City Planning, Public Utilities Commission and the in cooperation with the Department of Public Works, is hereby requested to develop a complete system of transit preferential streets, to be completed within six months of this date; the Department of Public Works and the Department of City Planning are further directed to use the Transit Preferential Streets Plan contained in the Improvement Plan for Transportation as the basis for devising a specific detailed and complete transit streets system, together with a schedule and financing plan for implementing the system. After preparation, the City Planning Commission shall review the transit preferential plan and, with modifications it deems necessary, shall recommend such plan to the Board of Supervisors for adoption by resolution; and be it

FURTHER RESOLVED, That the Department of City Planning and the Department of Public Works shall include in this plan the following method of expediting transit service on the designated streets:

1. Creation of exclusive bus lanes.
2. Restriction of automobiles from street car and cable car tracks.
3. Restriction of automobile turning movements which conflict with transit vehicles.
4. Synchronization of traffic signals to the speed of transit vehicles rather than automobiles, and possible use of preemptive signal devices.
5. Prompt clearance of tow-away lanes, giving priority to transit streets over non-transit streets.
6. Unfailingly strict enforcement of regulations against double-parking on transit streets.
7. Assignment of traffic patrolmen routes and intersections important to the expedition of transit flow.
8. Extension of bus stop curbs into the street so that buses may pick up passengers without having to leave the traveled lane.

Adopted—Board of Supervisors, San Francisco MAR 19 1973

Ayes: Supervisors Barbagelata, Chinn, Feinstein, Francois, Gonzales, Kopp, Mendelsohn, Molinari, Pelosi, Tamaras, von Beroldingen.

Noes: Supervisors

Absent: Supervisors GONZALES, PELOSI

I hereby certify that the foregoing resolution was adopted by the Board of Supervisors of the City and County of San Francisco.

Clerk

March 30, 1973

I hereby certify that the foregoing resolution, not being signed by the Mayor within the time limitation as set forth in Section 2.302 of the Charter, becomes effective without his signature in accordance with the provisions of said Section 2.302 of the Charter.

Clerk

OF THE CITY AND COUNTY OF SAN FRANCISCO

PARKING AND TRAFFIC COMMISSION

25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

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ART AGNOS, Mayor
RINA CUTLER, Executive Director

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NOTICE

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION

Tuesday, December 3, 1991
1:30 p.m.

Room 282, City Hall
San Francisco, California

AGENDA

1. *ROLL CALL*

2. *ADOPTION OF MINUTES*

   Regular Meeting of the Parking and Traffic Commission held on November 19, 1991

3. *DIRECTOR'S REPORT*

4. *CITY ATTORNEY'S REPORT*

5. *COMMISSIONERS' QUESTIONS AND MATTERS*

6. *PUBLIC COMMENT*

   The public may address the Parking and Traffic Commission on any matter within the jurisdiction of the Commission. This should not relate to any item on this agenda since public comment will be taken as each agenda item is discussed. The Chair requests that each person addressing the Commission limit herself/himself to five minutes.

7. *NEW BUSINESS*

   a. Resolution Commending Parking Control Officer Anthony Lee
   b. Election of Officers for the Parking and Traffic Commission
   c. Discussion Regarding Bicycle Funding Issues/Bicycle Advisory Committee
   d. Resolution Approving a Supplemental Appropriation Request for $35,000 to Create a Revolving Fund to Facilitate the Tow Reimbursement Process

8. *ADJOURNMENT*

RECONVENE
SPECIAL MEETING OF THE SAN FRANCISCO PARKING AUTHORITY

1. *ROLL CALL*

2. *ADOPTION OF MINUTES*

   Special Meeting of the San Francisco Parking Authority held on November 19, 1991

3. *PUBLIC COMMENT*

4. *NEW BUSINESS*

   a. Election of Officers for the San Francisco Parking Authority Commission
   b. Resolution Approving the Terms and Conditions of a Design Service Contract with Fong & Chan Architects for Construction of the San Francisco General Hospital Parking Garage

5. *ADJOURNMENT*

OF THE CITY AND COUNTY OF SAN FRANCISCO

PARKING AND TRAFFIC COMMISSION

25 VAN NESS AVENUE, SUITE 880
SAN FRANCISCO, CALIFORNIA 94102
554-PARK

ART AGNOS, Mayor
RINA CUTLER, Executive Director

MEETING REPORT

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION

Tuesday, December 3, 1991
1:30 p.m.
City Hall, Room 282
San Francisco, California 94102

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PRESENT:

Commissioners: Sonia Melara, Chair
Angelo Quaranta, Vice Chair
Dick Grosboll
Darshan Singh

Staff: Rina Cutler, Executive Director
Tim Johnson, Bureau Chief
Kevin Hagerty, Acting Director of the San Francisco Parking Authority
Julian Hultgren, Deputy City Attorney
Renee Faison, Acting Commission Secretary

Guests: Lorena Chan How, Resident of San Francisco
Jerry Foshee, Civic Center Plaza Garage
Russ Presting, S.E. Onorato Garages
Marilee Smith Bingham, S.F. Bicycle Advisory Committee
Roberto Esteves, S.F. Public Library
Marilyn Smulyan, S.F. Bicycle Advisory Committee
David G. Marshall, S.F. Bicycle Advisory Committee
Clay Mankin, S.F. Bicycle Advisory Committee
Miles Stevens, Stevens and Associates
Philip Sowers, Bureau of Architecture
Howard Wong, Bureau of Architecture
Ms. Chan, Fong and Chan Architects
Donald Fenbraun, Fong and Chan Architects

EXCUSED:

Commissioner: Arnold Chin

The Chair called the meeting to order at 1:38 p. m.

ROLL CALL

The roll call indicated Quorum present.

ADOPTION OF MINUTES

Commissioner Grosboll requested additional time for reading the Minutes of the November 19, 1991 Parking and Traffic Commission meeting. It was agreed to reschedule the matter for a vote December 17, 1991 Commission meeting.

DIRECTOR'S REPORT

The Executive Director informed the Commission of the location and time of the Department's Holiday Party and invited the members to attend the celebration.

CITY ATTORNEY'S REPORT

The City Attorney had nothing to report.

COMMISSIONERS' QUESTIONS AND MATTERS

Commissioner Grosboll inquired about fines that are not recovered by Municipal Court. The Bureau Chief reported that Municipal Court currently does not recover fines from individuals who avoid paying excessive penalties by abandoning their vehicles. He noted, however, that a new State law allows the Court to seek the assistance of a collection agency in dealing with the recovery of those penalties.

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Commissioner Grosboll requested the scheduling of follow-up discussion of enforcement priorities for the December 17, 1991 Commission meeting. The Executive Director acknowledged his request.

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Commissioner Grosboll asked if towing is prioritized by locality within the City. The Executive Director replied that towing is not prioritized by area of the City.

PUBLIC COMMENTS

There were no public comments.

NEW BUSINESS

Resolution No. 91-63 Commending Parking Control Officer Anthony Lee

On August 29, 1991, Parking Control Officer Anthony Lee came to the aid of San Francisco Police Officer Timothy Brophy who was struggling to apprehend a suspect auto burglar. Subsequent investigation resulted in the preferring of charges against the suspected burglar.

Staff recommended that the Commission commend Officer Lee for his exemplary conduct and bravery.

On motion of Commissioner Quaranta, seconded by Commissioner Singh, Resolution No. 91-63 was approved. Commissioner Singh requested that the signature line of the commendation be changed to indicate "Commissioner" instead of "Member."

VOTE: *AYES* - Members Grosboll, Melara, Quaranta and Singh
NOES - None
EXCUSED - Member Chin

Election of Officers for the Parking and Traffic Commission

On motion of Commissioner Singh, seconded by Commissioner Quaranta, Commissioner Grosboll was nominated Chair of the Parking and Traffic Commission for 1992.

VOTE: *AYES* - Members Grosboll, Melara, Quaranta and Singh
NOES - None
EXCUSED - Member Chin

On motion of Commissioner Singh, seconded by Commissioner Grosboll, Commissioner Quaranta was nominated Vice Chair of the Parking and Traffic Commission for 1992.

VOTE: *AYES* - Members Grosboll, Melara, Quaranta and Singh
NOES - None
EXCUSED - Member Chin

Discussion Regarding Bicycle Funding Issues/Bicycle Advisory Committee

Matter delayed pending the arrival of public speakers.

Resolution No. 91-64 Approving a Supplemental Appropriation Request for $35,000 to Create a Revolving Fund to Facilitate the Tow Reimbursement Process

Commissioner Singh moved to approve Resolution No. 91-64 for discussion purposes. Commissioner Quaranta seconded the motion.

Kathryn Hile, the Department's Financial Director, briefed the Commission on the proposed $35,000 Supplemental Appropriation that would create a Department-generated revolving fund to be used for reimbursement of claims on vehicles that have been towed by the Department of Parking and Traffic. She reported that since July, 1991, the Department of Parking and Traffic has conducted tow hearings and the handling the reimbursement of claims. She described the current reimbursement process and illustrated it as lengthy. She explained that approvals are required from the Controller's Office, the Office of the Bureau Chief of the Department of Parking and Traffic, the Office of the Hearing Officer and the City Attorney's Office before reimbursement is achieved.

Ms. Hile reported that the City Attorney's Office has recommended that the Department of Parking and Traffic have the sole authority to approve and issue reimbursement on tow claims. The refund money would remain in a Departmental revolving fund. The source of those funds would be the Citywide Claims and Judgement Fund.

Commission Inquiry

Commissioner Grosboll asked if the Police Department conducts tow hearings. The Executive Director replied that both the Police Department and the Department of Parking and Traffic are currently conducting hearings. She explained that tow hearing are held by the agency that initiated the tow. She also noted that the City Attorney has recommended the same revolving fund process for the San Francisco Police Department which has been approved by the Board of Supervisors.

Commissioner Grosboll inquired about the type of issues for which tow hearings are requested. The Bureau Chief reported that the hearings are held for tow charges, storage charges, liens on vehicles that have not been claimed within a specific period of time, and vehicles damaged during the application or removal of the boot. The Bureau Chief noted that the hearing is a very brief administrative procedure.

Commissioner Singh inquired about the frequency of the hearings. The Bureau Chief replied that the hearings are held Mondays and Wednesdays of each week.

Commissioner Grosboll asked if the tow hearings are held on matters concerning alleged theft of items stolen from towed vehicles. The Executive Director replied that theft claims are a separate process and are filed against the contracted tow company. The Bureau Chief reported that the Parking Control Officers prepare inventory forms prior to a vehicles being towed. The inventory form catalogs all items found in vehicle.

The Chair called for a vote on the matter.

VOTE: *AYES* - Members Grosboll, Melara, Quaranta and Singh
NOES - None
EXCUSED - Member Chin

Discussion Regarding Bicycle Funding Issues/Bicycle Advisory Committee

Gordon Chester, an ardent bicyclist and member of the staff of the Traffic Engineering Division, reported to the Commission on the bicycle program. He described the bikeways program, illustrated the problems associated with bicycle transportation in the City and provided details on the bike rack program. He also briefed the members on the Bicycle Advisory Committee which is a Committee of the City and County of San Francisco that was created by action of the Board of Supervisors a year ago.

Mr. Chester described the Transportation Development Act which allows a portion of State sales tax revenue to be used for the promotion of transit and other non-automotive means of travel. He noted that within San Francisco, revenue received as a result of the Act is split 50-50 between pedestrian-oriented projects and bicycle-oriented projects. He stated that in the past, funds which were not used within three years of allocation reverted to the county for use in subsidizing transit operation. He noted that for a number of years, 100 percent of these funds have gone to subsidizing MUNI Railway's operating cost. However, last year, the Board of Supervisors passed a resolution making it a City policy that all of the revenue allocated for pedestrian and bicycle-oriented projects remain in that funding source. He reported that the Department has a current funding source of $400,000.

The Bureau Chief remarked that the program is made possible from grant funding and does not provide a demand on the General Fund, Road Fund or any other City funding sources.

Commission Inquiry

Commissioner Grosboll inquired about the response time on bicycle rack requests. Mr. Chester replied that the time period for response to rack requests is indefinite. He reported that some requests have existed for a year and noted that the program is at a standstill due to the lack of staff.

Commissioner Grosboll inquired about the procedure for appealing a denied bike rack request. Mr. Chester stated that to date no request has been denied. He noted, however, that should a bike rack request be denied, he would refer the matter to the Department of Public Works for inspection of the sidewalk and advice on the situation.

Commissioner Grosboll inquired about claims involving injuries or damage due to bike racks. Mr. Chester replied that there have been no claims against the City or the Department during the five years he has participated in the program.

Public Comments

Marilyn Smulyan, Chairperson of the San Francisco Bicycle Advisory Committee, reported to the Commission on the importance of bicycle utilization. She described world-wide use of bicycles. She reported that in Asia, bicycles transport more people than all of the automobiles in the world. She stated that the Netherlands and Denmark are the leaders in bicycle travel and noted that many cities within the United States are making major changes in transportation patterns in order to accommodate bicycle travel.

Ms. Smulyan emphasized the need for secure bicycle parking in office buildings, public service buildings (such as the Library) and City garages. She underscored the need for repairing City-wide roadways and educating the public on how to safely share the roadways. She reported that some work has begun on bicycle projects and described a report prepared by a transportation planner which details the width of streets within San Francisco. She stated that the report will be helpful in identifying streets in which curb lanes can be widened to accommodate bikers.

Discussion

The Executive Director commented on the bicycle program noting that the program is a priority of the Department. She stated that a supplemental appropriation request will be prepared in the near future to help implement the program. The target commencement date of the program is June, 1991.

Commissioner Grosboll inquired about the amount of the supplemental appropriation request. The Bureau Chief replied that approximately

$65,000 will be requested in supplemental appropriation funds. He explained that the funds will go toward funding the management assistant position that will assist Gordon Chester in his efforts as well as fund capital work on the project.

Commissioner Grosboll remarked that he would like Commission-involvement in determining the priorities of the program.

The Executive Director offered to facilitate a meeting between the Bicycle Advisory Committee and the District Council of Merchants to discuss the establishment of bicycle racks in several locations.

Commissioner Grosboll requested that the matter be placed on the February, 1992 Commission agenda for the review of plans of the Bicycle Advisory Committee. He suggested that recommendations be presented to the Commission at that time regarding strategy for bicycle lanes, bicycle racks, racks in City garages and the overall broad issue of promoting bike use in the City. He also requested that a proposal be prepared for that meeting detailing the use of funds for that program. Mr. Chester acknowledged the Commissioner's request.

ADJOURNMENT

The Parking and Traffic Commission meeting adjourned at 2:38 p.m. The Chair called for a short break before reconvening to the Special Meeting of the San Francisco Parking Authority.

RECONVENE

SPECIAL MEETING OF THE SAN FRANCISCO PARKING AUTHORITY

The Chair called the meeting to order at 2:43 p. m.

ROLL CALL

The roll call indicated Quorum present.

ADOPTION OF MINUTES

The members requested that the Minutes of the November 19, 1991 Special Meeting of the San Francisco Parking Authority be addressed at the December 17, 1991 meeting of the Commission.

PUBLIC COMMENTS

There were no public comments.

NEW BUSINESS

Election of Officers for the San Francisco Parking Authority Commission

On motion of Commissioner Singh, seconded by Commissioner Quaranta, Commissioner Grosboll was nominated Chair of the San Francisco Parking Authority Commission for 1992.

VOTE: *AYES* - Members Grosboll, Melara, Quaranta and Singh
NOES - None
EXCUSED - Member Chin

*

On motion of Commissioner Singh, seconded by Commissioner Grosboll, Commissioner Quaranta was nominated Vice Chair of the San Francisco Parking Authority Commission for 1992.

VOTE: *AYES* - Members Grosboll, Melara, Quaranta and Singh
NOES - None
EXCUSED - Member Chin

Resolution No. 91-1172 Approving the Terms and Conditions of the Contract Between Fong and Chan Architects and the City and County of San Francisco for Design Services for the San Francisco General Hospital

On motion of Commissioner Quaranta, seconded by Commissioner Singh, Resolution No. 91-1172 was approved for discussion purposes.

The Acting Director of the San Francisco Parking Authority provided a briefing on the issue. He reported that earlier this year, the City's Bureau of Architecture, acting on behalf of the San Francisco Parking Authority, solicited qualifications from architectural firms for design services for the San Francisco General Hospital Garage. Nineteen firms submitted qualifications and seven firms where chosen to make presentations to a selection panel. The highest ranking firm in the selection process was Fong and Chan Architects. In June, 1991 the Commission approved the selection of Fong and Chan Architects for the design service contract of the Garage project and authorized the Parking Authority staff to meet with them and to negotiate the terms and conditions of a contract.

The Acting Director reported that Miles Stevens, of Stevens and Associates, will provide assistance in the project (Mr. Stevens'

firm came in second in the selection process) and Philip Sowers, of the Bureau of Architecture of the Department of Public Works, will be the project manager overseeing the contract.

The Executive Director observed that terms within the Fong and Chan contract limit the number of meetings to be held without additional compensation being necessary. She noted that at past meetings, the Commission has voted against paying for meeting attendance. She opined that meeting attendance should be a part of the overall assignment.

Howard Wong, of the Bureau of Architecture, reported to the Commission on the matter. He explained that there are three phases of civic design meetings with the Arts Commission -- Phase I to review the conceptual design, Phase II to review colors and materials, Phase III to review drawings. He stated that at any point during those phases, the Arts Commission may request revisions thereby necessitating additional meetings. Mr. Wong noted that the contract includes the ten meetings in the design phase and twenty meetings in the construction phase.

Commissioner Grosboll asked how many meetings are envisioned as being necessary with the community. The Acting Director replied that approximately three or four community meetings will be necessary. Mr. Wong added that there may also be special meetings with code agencies such as the Bureau of Building Inspection.

Commissioner Grosboll suggested that Fong and Chan inform the Arts Commission at its first meeting that there is a limited number of meetings that can be held without additional reimbursement being paid to the architectural firm by the San Francisco Parking Authority. Mr. Wong agreed.

Executive Director inquired about the additional printing allowance. The Acting Director replied that the additional printing allowance is for printing of bid documents, plans and specifications. He noted that the architectural firm is responsible for printing of construction documents.

Commissioner Singh asked if the additional printing allowance is standard. Mr. Wong replied that in the case of small projects, the Bureau of Architecture often absorbs printing costs. He noted, however, that in the case of large projects, printing cost could exceed $30,000 and the Bureau of Architecture is not able to absorb the printing cost.

Commissioner Singh asked if information on fees are included in bid packages. The Acting Director responded that fees are a consideration in the bid process. He explained that the Department attempts to choose the best consultant for an assignment, not the consultant that quotes the lowest fee.

Commissioner Grosboll inquired about the fee schedule. Ms. Chiu Lin Tse Chan replied that the elements considered in the total fee are the Fong and Chan consultants' services, Mr. Stevens' consultant services, the structure of the facility (mechanical and electrical) and security of the facility.

The Chair called for a vote on Resolution No. 91-1172.

VOTE: *AYES* - Members Grosboll, Melara, Quaranta and Singh
NOES - None
EXCUSED - Member Chin

ADJOURNMENT

The San Francisco Parking Authority Meeting adjourned at 3:10 p.m.

Respectfully submitted,

Renee Faison
Acting Commission Secretary

OF THE CITY AND COUNTY OF SAN FRANCISCO

PARKING AND TRAFFIC COMMISSION

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ART AGNOS, Mayor
RINA CUTLER, Executive Director

NOTICE

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION
SPECIAL MEETING OF THE SAN FRANCISCO PARKING AUTHORITY

Tuesday, December 17, 1991
1:30 p.m.

Room 282, City Hall
San Francisco, California

AGENDA

REGULAR MEETING OF THE PARKING AND TRAFFIC COMMISSION

1. ROLL CALL

2. ADOPTION OF MINUTES

   Regular Meetings of the Parking and Traffic Commission held on November 19, 1991 and December 3, 1991

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3. DIRECTOR'S REPORT

4. CITY ATTORNEY'S REPORT

5. COMMISSIONERS' QUESTIONS AND MATTERS

6. PUBLIC COMMENT

   The public may address the Parking and Traffic Commission on any matter within the jurisdiction of the Commission. This should not relate to any item on this agenda since public comment will be taken as each agenda item is discussed. The Chair requests that each person addressing the Commission limit herself/himself to five minutes.

7. UNFINISHED BUSINESS

   a. Resolution Recommending that the Board of Supervisors Approve a Supplemental Appropriation Request for Bicycle Program Funding
   b. Discussion of Enforcement Priorities

8. ADJOURNMENT

RECONVENE

SPECIAL MEETING OF THE SAN FRANCISCO PARKING AUTHORITY

(Continued on Back of Page)

1. *ROLL CALL*

2. *ADOPTION OF MINUTES*

   Special Meetings of the San Francisco Parking Authority held on November 19, 1991 and December 3, 1991

3. *PUBLIC COMMENT*

4. *EXECUTIVE SESSION*

   To Discuss Litigation between Barnes Construction Company and the San Francisco Parking Authority

5. *ADJOURNMENT*

PARKING AND TRAFFIC COMMISSION

December 17, 1991

The Minutes of this meeting are missing.

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